A SURVEY OF THE FOREIGN TRADE OF FLORIDA

By

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CHAPTER I

INTRODUCTION

The Purpose, Bases, and Scope of the Study

Foreign trade is looked upon by many as an interesting and alluring business or subject with which to be occupied, as it repeatedly deals with "romantic" faraway places, subjects dealing with well-known near-by places frequently being regarded as dull and uninteresting. In the opinion of the writer, however, attempts to investigate and explain activities in one's immediate environment can prove to be interesting even if they are concerned with familiar places. The present study bears out the above statement, for it is concerned with the foreign trade activity of Florida, the writer's native state.

The purpose of the study is to reveal the nature of the present foreign trade of Florida by disclosing the commodities, the seasonal fluctuations, the participating countries, the origin of the exports, the final destination of the imports, the role of Florida's ports, and the direct effects of governmental policies.

The study is based on statistical data accumulated by the Foreign Trade Division of the Bureau of the Census from "statistical copies" of "import entries and warehouse withdrawals prepared by importers or their brokers, and of shippers' export declarations sworn to or certified by shippers or their authorized agents or brokers."[1] The Division's Foreign

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[1] U. S. Department of Commerce, Bureau of the Census, Foreign Commerce and Navigation of the United States, Calendar Year 1945, "Explanation of Statistics," (Washington: Government Printing Office, 1946), p. 21.

Trade Report 703 issued in numerical code presents the value and weight of commodities exported by water every month from the main ports of each customs district of the United States to specific foreign ports and countries. Foreign Trade Report 303 presents the same data in code for imports of the United States.

The Florida Customs District includes only the ports of the State of Florida. The trade of the Florida Customs District is, therefore, equivalent to that of the State of Florida. Most of the other customs districts either do not include all the ports of individual states or includes the ports of two or three states.

There is no coverage statement telling what is specifically included and excluded from the data included in the tables of the study. The following statements have been recommended by the Foreign Trade Division to describe these data.

> Vessel export figures in this table include exports and re-exports, exports of non-Department of Defense controlled cargo under the various foreign aid programs, and export shipments to United States Government agencies except the United States armed forces abroad. Excluded from these data are export shipments of Department of Defense controlled cargo carried aboard American flag vessels, and export shipments of less than one hundred dollars in value. Also outbound in-transit merchandise is not included in these figures.
>
> Vessel import figures are general imports and represent the total of imports for immediate consumption plus entries into customs bonded storage and manufacturing warehouses. These figures do not include arrivals of cargo moving in transit under bond. Import shipments of under 10,000 pounds, if valued at less than $100 are excluded as well as import shipments on Army or Navy transports.[1]

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[1]Letter from Mr. William A. Dunlap, District Manager, Department of Commerce Field Office, Jacksonville, Florida, May 8, 1952.

No report, at present, provides information on exports by all methods of transportation through individual customs districts to make it possible to acquire information on the nature of the foreign trade of Florida carried on by air. A monthly tabulation, EM 582, United States Exports of Domestic and Foreign Merchandise, Commodity by Country of Destination, by Customs District of Exportation, is available for reference purposes at the Foreign Trade Division's offices in Washington. The experience of the Foreign Trade Division, however, in obtaining information from this tabulation prompted it to state that it was impracticable to attempt to prepare any tables or reports from it, as "an extremely large amount of clerical work would be required."[1]

It should, therefore, be kept in mind that the statistical data presented for the foreign trade of Florida are those of the waterborne trade of the state. Miami's airport, which handles a large amount of international air traffic, is important as a point of exit and entry of passengers rather than of freight. The peak in the value of freight passing through Miami was reached during 1946 and has declined considerably since then (see page 109 for further information).

The analysis of the Division's statistics was hindered to the extent that (a) many of the classes of commodities set up under the codes for exports and imports were so general as to make it very difficult to ascertain what the exact commodities were, (b) no information was given as where the commodities exported from Florida originated or what was the destination of the commodities imported by Florida, and (c) the composition

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[1] Letter from Roy V. Peel, Director, Bureau of the Census, Washington, D. C., December 21, 1951.

of the classes of commodities, and the classes themselves, were continuously changed during the three years of the study. Personal inquiries had to be made at the port authorities, customs offices, railway and shipping companies, Department of Commerce Field Offices, and Chambers of Commerce in Jacksonville, West Palm Beach, Fort Everglades, Miami, Tampa, Pensacola, and Panama City to acquire information supplementary to the statistical data of the Division.

Information on the freight rate situation at each port, the accuracy of the statistics, the importing and exporting agencies and individuals, the facilities of each port, in addition to that on the origin of the exports and destination of the imports, was gathered and to be included in this study.

The preceding explanations of the source and composition of the quantitative and qualitative data, basic to the study, have been made in order to denote the meaning of the term "foreign trade" and the contents of the foreign trade statistics in this study.

Considerable variation exists between the foreign trade statistics of different sources, depending on whether the compilations include or exclude intransit trade, re-exports, Department of Defense shipments, vessels, bonded goods, casings of merchandise, trade with United States Territories and Possessions, shipments of private and public foreign aid agencies, etc., in their totals. Anyone attempting to compare the statistics of this study with statistics from another source should, consequently, always refer to the statements of the Foreign Trade Division on page 2 because statistics from other sources may have been accumulated and compiled on the bases of different interpretations as to what

constitutes foreign trade.

Above all, the writer wishes to point out that the term "foreign" trade" is applied in this study to all of the exports and imports of Florida's ports, irrespective of whether or not the exports are produced, or the imports consumed, in Florida. Many have restricted the term "foreign trade" to the exports produced, and the imports consumed, by a region or economy; others have applied the term to the exports and imports of an individual, an agency, a political entity, or a port, whether or not they produce the commodities they export, or consume the commodities they import. The latter application is employed in this study, without implying that a seaboard state like Florida has a large amount of foreign trade while inland states like Tennessee and Kentucky have only the small amount carried on by river boat. As this study shall indicate, Florida, because of its geographical position, is of more importance in international trade as a trade center, where products are brought from other states, than as a center of production of commodities for foreign trade. Commodities in international trade change trade many times before they reach their final consumers, and a large part of Florida's foreign trade "business" consists of the marketing and the procurement of goods for other states.

The accuracy of the statistical data was checked with the data available at each port, and with the figures of the Corps of Engineers on the weight of the domestic and foreign trade of Florida ports in the Jacksonville and Mobile districts. The only significant variation was in the data on Port Everglades. The figures of the Foreign Trade Division were smaller than those of the Corps of Engineers on the foreign trade of

that port, because the Division classified certain shipments to and from the port as intransit trade and the value and weight of these shipments were not included in the Division's figures on the foreign trade of Port Everglades.

Most of the statistical data presented in the text of the study are from the monthly and annual reports of only one source, the Foreign Trade Division, in order to make comparisons uniform and accurate between data. the data from other sources have been footnoted.

Since the study was confined to the nature of the present trade of Florida, the only historical statistical data presented herein are Tables 1, 7, and 8, taken from Dr. A. Stuart Campbell's statistical study of the Foreign Trade of Florida published in 1935 by the Bureau of Economics and Business Research at the University of Florida. Statements on the foreign trade of Florida prior to 1918 are derived from the Foreign Commerce and Navigation series published by the Department of the Treasury, prior to 1903; the Bureau of Foreign and Domestic Commerce of the Department of Commerce, until 1941; and the Bureau of the Census, thereafter.

The Significance of Foreign Trade to Florida

Before an analysis of Florida's foreign trade is undertaken, an evaluation of foreign trade as a source of income to Florida's inhabitants is presented, as a part of the introduction in order to indicate its importance in the economic life of Florida. In most regional economic analyses of the United States, Florida is included among the southern states (or "South") because of its geographical location and

certain characteristics which the economic structure of Florida and the other southern states have in common. In respect to the nature of foreign trade, there was a large degree of similarity in the past between Florida and the other southern states. The development, however, of Florida, the other southern states, and the rest of the nation during the last forty years has changed the situation considerably.

As long as industrial activity in Florida was confined mainly to the north and north-central parts of the state, Florida produced and exported cotton, tobacco, lumber, cattle, and naval stores, which were the types of commodities generally exported from the South. The production of such commodities for export made foreign trade, prior to the 1930's, of more significance to the southern states, including Florida, as a source of income than to other regions of the nation.[1] Foreign trade was of such significance to the southern states in the past that the first talk of secession, the first proposal that the time had come to "calculate the value of the union," among the southern states was occasioned by the high-tariff policy of the Federal Government which threatened to decrease the ability of foreign countries to purchase southern products.[2]

If reference is made to Table 1, where the value of Florida's exports and imports are compared with those of the United States, and Table 2, where the foreign trade per capita of Florida for selected years since

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[1]James Curtis Ballagh, "Southern Economic History: Tariff and Public Lands," Annual Report of the American Historical Association for the Year 1898 (Washington: Government Printing Office, 1899), pp. 223-233.

[2]Peter Molyneaux, "What Economic Nationalism Means to the South," World Affairs Pamphlet No. 1 (New York: Foreign Policy Association, 1934), p. 13.

TABLE 1

THE VALUE OF EXPORTS AND IMPORTS OF FLORIDA
WITH COMPARABLE FIGURES FOR THE UNITED STATES, 1870-1950[a]

Year	Exports		Imports	
	Florida	United States	Florida	United States
1950	132,786,240[b]	10,274,782,000	104,095,585[b]	8,734,546,000
1949	114,832,440[b]	12,251,055,000	80,313,990[b]	6,591,640,000
1948	123,094,228[b]	12,653,058,000	82,769,832[b]	7,092,032,000
1947	135,600,000[b]	15,340,289,000	75,600,000[b]	5,666,321,000
1946	173,727,000	9,738,321,000	74,531,000	4,824,902,000
1945	109,203,000	9,005,625,000	85,786,000	4,098,101,000
1944	109,877,000	11,250,702,000	91,063,000	3,887,450,000
1943	399,924,000	12,964,906,000	76,435,000	3,390,101,000
1942	258,151,000	8,078,908,000	39,333,000	2,780,317,000
1941	51,883,000	5,117,154,000	22,047,000	3,221,954,000
1940	51,734,000	4,021,145,000	20,100,000	2,540,656,000
1939	32,241,000	3,177,176,000	19,374,000	2,276,099,000
1938	33,948,000	3,094,140,000	19,860,000	1,949,628,000
1937	44,021,000	3,349,167,000	22,049,000	3,009,852,000
1936	39,357,000	2,455,978,000	19,006,000	2,423,977,000
1935	36,456,000	2,282,874,000	14,171,000	2,038,905,000
1934	34,356,000	2,132,600,000	11,933,000	1,636,003,000
1933	29,869,211	1,674,994,000	10,303,125	1,449,559,000
1932	23,746,154	1,611,016,000	11,059,777	1,322,774,000
1931	27,997,658	2,142,289,000	19,066,736	2,090,635,000
1930	47,187,685	3,843,181,000	25,829,160	3,060,908,000
1929	58,428,466	5,240,995,000	30,125,051	4,399,341,000
1928	54,263,529	5,128,356,000	28,339,658	4,091,444,000
1927	62,401,004	4,865,375,000	26,911,415	4,181,712,000
1926	56,583,187	4,808,660,000	25,912,964	4,430,888,000
1925	73,618,353	4,909,848,000	31,219,715	4,226,589,000
1924	66,552,444	4,590,584,000	21,860,750	3,609,962,000
1923	65,365,408	4,467,493,000	20,026,739	3,792,066,000
1922	45,233,556	3,831,777,000	17,796,076	3,112,747,000
1921	69,334,635	4,485,031,000	12,960,258	2,509,148,000
1920	125,579,342	8,228,016,000	21,004,447	5,278,401,000
1919	72,842,179	7,920,426,000	15,275,615	3,904,365,000
1918	50,827,910	5,919,711,000	9,825,939	2,945,655,000
1917	36,701,535	6,280,048,000	10,734,342	2,659,355,000
1916	25,531,155	4,333,483,000	6,920,772	2,197,884,000
1915	12,269,839	2,768,589,000	6,607,805	1,674,270,000
1914	21,838,924	2,364,579,000	9,906,925	1,893,926,000
1913	40,606,731	2,465,884,000	8,803,482	1,813,000,000
1912	40,401,934	2,021,322,000	8,817,751	1,653,265,000
1911	39,281,963	2,049,320,000	8,608,323	1,527,226,000
1910	37,700,218	1,744,985,000	8,226,673	1,556,947,000

TABLE 1—Continued

Year	Exports		Imports	
	Florida	United States	Florida	United States
1909	29,015,533	1,663,011,000	7,236,147	1,311,920,000
1908	34,513,918	1,460,773,000	6,669,178	1,194,342,000
1907	34,912,662	1,860,051,000	6,309,610	1,434,421,000
1906	31,089,095	1,743,865,000	5,237,742	1,226 562.000
1905	27,386,772	1,516,562,000	5,105,944	1,117,513,000
1904	27,685,268	1,460,827,000	4,118,722	991,087,000
1903	29,968,564	1,420,112,000	4,009,418	1,025,719,000
1902	20,612,890	1,381,719,000	3,781,134	903,321,000
1901	18,285,667	1,307,765,000	2,364,137	823,172,000
1900	20,555,605	1,394,413,000	2,888,242	849,911,000
1899	19,510,478	1,227,023,000	1,125,685	687,118,000
1898	11,574,269	1,231,482,000	1,134,730	616,050,000
1897	11,400,197	1,050,994,000	1,709,085	764,730,000
1896	7,105,166	882,607,000	2,487,967	779,725,000
1895	7,373,818	807,538,000	1,513,624	731,970,000
1894	8,289,061	892,111,000	1,310,493	654,995,000
1893	7,269,521	847,665,000	1,581,957	866,401,000
1892	5,465,936	1,030,270,000	1,372,017	827,402,000
1891	5,111,767	884,851,000	2,036,762	844,916,000
1890	4,438,215	857,829,000	1,714,126	789,310,000
1889	4,201,735	742,401,000	1,882,467	745,132,000
1888	3,603,272	695,954,000	1,801,008	723,957,000
1887	2,983,530	716,183,000	1,727,327	692,320,000
1886	2,895,330	679,525,000	870,076	635,436,000
1885	2,755,455	742,190,000	720,017	577,527,000
1884	3,143,495	740,511,000	646,142	667,694,000
1883	3,316,669	823,639,000	525,725	723,141,000
1882	4,218,154	750,542,000	597,237	728,640,000
1881	3,362,646	908,377,000	642,735	642,665,000
1880	3,316,586	835,639,000	547,562	667,955,000
1879	3,422,341	710,439,000	593,462	646,778,000
1878	3,082,122	691,866,000	728,326	637,052,000
1877	2,854,792	602,475,000	654,831	451,323,000
1876	3,266,824	540,385,000	543,687	460,712,000
1875	2,230,410	513,443,002	778,602	535,005,000
1874	4,257,680	566,283,000	680,973	567,406,000
1873	2,986,005	522,480,000	503,607	642,136,000
1872	2,577,897	464,178,000	362,063	626,595,000
1871	1,663,137	462,820,000	267,271	520,224,000
1870	1,346,319	392,772,000	290,381	435,958,000

[a] Foreign Commerce and Navigation of the United States 1870-1946.

[b] Waterborne trade only.

TABLE 2

THE FOREIGN TRADE PER CAPITA, OF FLORIDA AND THE UNITED STATES, FOR SELECTED YEARS[a]

Year	Exports		Imports		Total	
	Fla.	U.S.	Fla.	U.S.	Fla.	U.S.
1950	$ 48	$ 66	$ 38	$ 57	$ 86	$122
1949	43	79	23	43	66	122
1948	47	84	32	47	79	131
1945	72	67	32	29	110	96
1944	102	100	40	28	222	128
1940	17	29	11	19	28	48
1935	23	17	9	16	32	33
1930	32	30	18	25	50	55
1925	59	41	25	36	84	77
1920	130	75	22	47	152	122
1915	20	27	7	18	27	44
1910	50	18	11	18	61	36
1905	15	18	9	13	24	31
1900	39	18	4	11	43	29

[a] Per capita figures for the United States are from Statistical Abstract of the United States, 1951, Seventy-second Edition (Washington: Government Printing Office, 1951), p. 830.

Per capita figures for Florida have been personally computed.

1900 is shown, it will be seen that the exports per capita of Florida were twice as much as those of the nation from 1900 to 1914. After World War I and the subsequent boom in foreign trade, the exports per capita of Florida continued to be greater than those of the nation, though to a much lesser degree than before the war, until 1938 when the per capita exports

of the nation overtook those of Florida, as they had temporarily done in 1925.

Florida's per capita exports and imports expanded proportionately more than those of the nation during World War II, but since 1946 the per capita exports from the United States have again become greater than those of Florida. The per capita imports of Florida have always been less than the per capita imports of the United States, except during World War II. In other words, the inhabitants of Florida are now engaged in less foreign trade per capita than the nation as a whole. Foreign trade, therefore, offers a smaller basis for the derivation of income to Florida than to the nation. Whether or not the conclusion can be reached that foreign trade is now of relatively less significance as a source of income to the inhabitants of Florida than to the nation depends upon what assumption is made as to the relative amounts of income derived by Florida and the nation from their foreign trade.

Three different assumptions may be made. Every dollar of Florida's foreign trade, in relation to every dollar of the nation's foreign trade, generates on the average (a) a smaller amount of income, or (b) an equal amount of income, or (c) a larger amount of income. On the basis of the first two assumptions, it can be concluded that foreign trade is of less significance to Florida than the nation, because Florida has less foreign trade per capita. With the last assumption the conclusion can be reached that foreign trade is of more significance, if it is also assumed that the amount of income generated by every dollar of Florida's foreign trade, over and above that generated by the nation's foreign trade, is large enough to overcome the substantial difference between

the per capita foreign trade of Florida and the nation. The analysis in this study, however, of Florida's foreign trade has given no reason to justify such an assumption. On the contrary, Florida's trade probably creates less income per dollar than the trade of the nation because a large percentage of Florida's exports is composed of commodities produced in other states. The exportation of these out-of-state commodities undoubtedly creates in Florida less income per dollar than the production of commodities by Florida for foreign trade and their exportation. The foreign trade per capita data and the fact that a large part of Florida's export trade is composed of out-of-state commodities indicate, therefore, that foreign trade is of less significance as a source of income to Florida's inhabitants than to the nation.

Furthermore, if the figures in Table 2 on the foreign trade per capita of Florida are divided by the wholesale or consumers' price indices of the respective years, it will be seen that the per capita trade of Florida, adjusted for price changes, has decreased. If, for example, the $43 per capita trade of 1900 is divided by the Bureau of Labor Statistics' wholesale index of farm products for that year and the $86 of 1950 is divided by the wholesale index for all commodities during 1950, the foreign trade per capita of Florida, adjusted for changes in price, is $85 for 1900 and $59 for 1950.

The difference in per capita foreign trade between the pre-World War I period and the post-World War II period is really larger than the $32 difference between 1900 and 1950, because 1900 was a low year in Florida's foreign trade, while 1950 was the highest post-war year.

This decrease in significance during the last fifty years is due to Florida's diminished exports per capita rather than its imports. Florida increased its per capita imports, adjusted for price changes like the above, from $8 in 1900 to $23 in 1950. This is a 288 per cent increase, which is much larger than the 175 per cent increase by the nation's per capita imports from $20 in 1900 to $55 in 1950 (adjusted by the wholesale price index for all commodities).

Actually Florida's foreign trade has followed a trend which the foreign trade of the entire South has taken. To quote the Congressional Committee on the Impact of Federal Policies on the Economy of the South:

> ....the importance of foreign trade to the southern economy has declined greatly....The dollar value of .... exports in relation to the value of agricultural production, income, payments, and factory production in the South has declined sharply, while in the remainder of the country that ratio has risen. In general, the South is now no more dependent upon exports in general than in the rest of the Nation.[1]

Florida may have gone further in this direction than the other southern states, because, as the following table shows, the exports and total foreign trade of Florida since World War II represent a smaller percentage of income payments to Florida's individuals than the exports and total foreign trade of the nation represent of the income payments to individuals throughout the United States. Even when the percentages are adjusted for changes in population, as in Table 4, this still appears

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[1]Calvin B. Hoover and B. U. Ratchford, Economy of the South, Report of the Joint Committee on the Impact of Federal Policies on the Economy of the South (Washington: Government Printing Office, 1949), p. 34.

TABLE 3

THE FOREIGN TRADE OF FLORIDA AND THE UNITED STATES AS A PERCENTAGE OF TOTAL INCOME PAYMENTS TO INDIVIDUALS, FOR SELECTED YEARS SINCE 1930[a]

Year	Exports		Imports		Total	
	Fla.	U.S.	Fla.	U.S.	Fla.	U.S.
1930	3.9	4.7	3.1	4.0	7.0	8.7
1935	4.2	5.1	2.7	3.3	7.0	9.4
1940	4.4	6.3	2.9	3.5	7.3	9.8
1945	6.7	6.2	3.4	4.6	10.1	8.9
1944	16.8	9.3	3.7	2.5	20.6	11.8
1940	3.5	5.3	2.2	3.4	5.7	8.7
1935	4.3	3.9	2.5	3.5	6.8	7.4
1930	7.4	5.2	4.1	4.2	11.5	9.4

[a]Figures for Florida and United States income payments are from U.S. Department of Commerce Regional Trends in the United States Economy (Washington: Government Printing Office, 1951), p. 108.

TABLE 4

FOREIGN TRADE PER CAPITA AS A PERCENTAGE OF PER CAPITA INCOME PAYMENTS TO INDIVIDUALS IN FLORIDA AND THE UNITED STATES, FOR SELECTED YEARS SINCE 1930[a]

Year	Exports		Imports		Total	
	Fla.	U.S.	Fla.	U.S.	Fla.	U.S.
1930	4.0	4.6	3.2	4.0	7.2	8.6
1935	3.9	6.0	2.1	3.2	6.0	9.2
1940	4.1	6.1	2.8	3.4	7.0	9.5
1945	6.9	5.6	3.4	2.4	10.3	8.0
1944	17.9	8.6	4.0	2.4	21.9	11.0
1940	3.6	5.0	2.3	3.3	6.0	8.3
1935	6.4	3.7	2.5	3.5	8.9	7.2
1930	7.4	5.0	4.2	4.0	11.6	9.0

[a]Figures for Florida and the United States are from Regional Trends in the United States, op. cit., pp. 105-109.

true. It should be noted, however, that the Congressional Committee means by "foreign trade" only those commodities produced in the southern states, while in this text foreign trade is not given such a restricted meaning. If foreign trade in Florida's case is restricted to the exportation of Florida-produced commodities, the percentage of income payments to Florida's individuals represented by foreign trade is even smaller than the figures in Table 3 and 4 indicate. Instead of simply stating, therefore, that Florida, like the other southern states, "is now no more dependent upon exports in general than the rest of the nation," it now seems proper to say that Florida is much less dependent upon exports than the rest of the nation.

The significance of exports to Florida seems to have begun to decrease before 1930,[1] probably after World War I, when many non-exporting industries were developed in Florida. Manufacturing of some importance started at that time throughout the state, while the large-scale winter-vegetable, citrus, cattle, and tourist industries expanded in the central and southern parts of the state. The physical and human resources of the state were directed, therefore, more and more toward these non-exporting industries, rather than toward those industries producing commodities for both domestic and foreign markets, such as the forestry industry and general field-crop farming. The exports of the latter industries, consequently, have decreased in importance relative to the total production of goods in Florida. With the growth of certain newer industries in the state, Florida's industries as a whole, therefore, have developed a

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[1]No accurate measurements of income exist prior to 1929, in order to specify an exact year.

greater interest in domestic markets than those of the other southern states and the nation. For example, the cattle industry of Florida, prior to World War I, exported livestock and meat products to Cuba[1] but since then has never been able to satisfy the requirements of Florida's rapidly increasing population. According to the 1947 Census of Manufactures, fifty-five establishments in Florida were turning out meat products. Only ten of these, a small one in Tallahassee and a Swift plant in Ocala, are federally inspected packing houses, enabling them to ship their products in interstate and foreign commerce.

All the preceding facts and figures are only one part of a long story about the economic development of Florida since 1900. In short, it has been desired to show that in relation to the nation's population, total income payments, and per capita income payments, Florida's population increased from 0.7 per cent in 1900 to 1.8 per cent in 1950, Florida's total income payments increased from 0.8 percent in 1929 to 1.6 per cent in 1950, Florida's per capita income payments increased from 72 per cent in 1929 to 83 per cent in 1950; but Florida's export trade in relation to the nation's decreased from 1.7 per cent in 1900 to 1.3 per cent in 1950. Even when Florida's import trade, which increased in relation to the nation's from 1900 to 1950, is combined with Florida's export trade only a small increase in Florida's foreign trade in relation to the nation's is indicated, from 1 per cent in 1900 to 1.2 per cent in 1950. Florida has, consequently, been advancing at a faster rate than

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[1]George M. Daly, Four Centuries of Florida Ranching, (St. Louis: Britt Printing Company, 1940), p. 118. Also Foreign Commerce and Navigation.

the nation as a whole in population and income but has not kept the same pace in its foreign trade.

The preceding evaluation and analysis of the significance of foreign trade to Florida treats Florida's foreign trade and economic activity as aggregates, but what holds true for the whole may not be true of the parts. Consequently, it should not be said that Florida's industries, jointly and severally, have a relatively greater interest in domestic markets than the nation's industries have. Similarly, it should not be said that foreign trade in each particular commodity is of relatively less significance as a source of income to Florida than to the nation. One of the very purposes of this study is to disclose the composition of Florida's foreign trade as to the types, quantities, origins, and destinations of the commodities exported and imported, in order that an opinion might be formed of the importance of the "parts" of Florida's foreign trade to various economic activities in Florida.

CHAPTER II

FLORIDA'S FOREIGN TRADE

Export Commodities

An analysis of the commodities, markets of exports, sources of imports, and seasonal fluctuations of Florida's foreign trade discloses that there are both differences and similarities between the foreign trade of the United States and of Florida.

Tables 5 and 6 with the value and weight of the commodities exported and imported by Florida during 1948, 1949, and 1950, are presented for comparison with the commodity trade of the United States, and Tables A and B included in Appendix A in order that the monthly fluctuations in the exportation and importation of each separate commodity may be observed.

There is a definite indication of seasonal cycles in the exportation and importation of individual commodities by Florida. Table 9, however, shows no such indication in the total export or import trade of the state. Reference may, therefore, be made to Appendix A to acquire more detailed information of the trade in certain commodities.

Tables 7 and 8 are the only tabulations made of the value of the commodity trade of Florida prior to the present study, and are presented to draw attention to the fact that the composition of Florida's commodity trade changed considerably from 1934 to 1948.

TABLE 5

FLORIDA'S EXPORT TRADE, BY COMMODITY, DURING 1950, 1949, AND 1948

Schedule	Title	(In Thousands) 1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
12	Bituminous coal & lignite.....	$ 49	9,335	$	.....	$ 3,182	660,519
017, 201	Fresh & frozen meat products..	167	245	146	230	264	517
201	Canned meat products.....	481	868	287	489	124	217
201	Other preserved meat products.	4,616	16,657	2,901	10,684	2,502	7,785
202	Dairy products.....	1,715	14,730	2,211	18,291	3,074	23,490
013, 203	Fresh & frozen fruits.....	2,100	23,398	2,530	32,823	2,230	27,681
203	Canned & preserved fruits.....	2,958	40,285	1,138	15,631	206	1,391
014, 203	Fresh & frozen vegetables.....	906	24,315	1,411	35,145	1,566	34,826
203	Canned & preserved vegetables.	395	4,715	140	959	224	1,641
2041	Flour.....	434	W,671	1,051	17,966	2,108	30,589
2042	Animal feeds & fodders.....	W,480	102,068	3,640	102,069	879	21,671
2044	Rice.....	154	1,814	1,568	20,791	1,818	18,527
0158, 207	Nuts & nut products.....	548	6,299	6,215	41,403	2,521	15,791
209	Eggs & egg products.....	860	3,746	2,858	9,611	1,844	6,187
21	Tobacco manufactures...	2,197	2,077	1,682	2,110	875	984
22, 23	Cotton textiles & apparel.....	3,829	5,147	3,617	4,608	5,820	7,152
22, 23	Synthetic textiles & apparel..	611	484	584	423	1,483	1,412
22, 23	Other textiles & apparel.....	925	2,631	W16	1,793	1,206	2,684
242	Lumber.....	4,818	123,361	5,131	200,074	3,996	157,853
243-9, 25	Wood manufactures.....	518	4,648	1,108	14,445	1,012	12,081
2611	Wood pulp.	2,476	30,W58	893	15,329	504	6,496
2612-39	Paper & paper products.....	2,621	39,709	4,390	77,893	4,484	67,373
286	Naval stores, gums & resins...	6,568	96,570	3,469	57,876	2,728	36,378
1475, 287	Phosphate fertilizers.....	11,170	2,929,504	6,389	1,768,874	4,235	1,123,775
281, 287	Nitrogenous fertilizers.....	784	50,033	484	17,719	807	29,075
281, 287	Other fertilizers.....	995	36,891	1,901	84,224	337	14,391

TABLE 5—Continued

Comm. No.	Commodity Title	(In Thousands)					
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
2881-4	Edible vegetable oils.....	$ 953	5,684	$ 415	2,751	$ 245	786
2881-4	Inedible vegetable oils.....	1,934	12,113	974	6,619	352	1,277
2885-9	Animal oils & fats.....	14,773	117,706	11,219	91,451	10,708	48,674
281-9	Other chemicals & products.....	2,787	24,968	2,630	14,622	3,173	20,519
30	Rubber manufactures.....	1,015	2,527	840	2,171	1,008	2,934
31	Leather & leather products.....	550	355	851	415	1,394	672
321-3	Glass & glass products.....	791	7,628	734	8,302	823	9,360
14, 324-9	Other non-metallic minerals and their products.....	1,332	27,093	1,104	37,378	937	20,406
331-2, 34, 25	Iron & steel products.....	6,661	78,932	5,098	49,618	7,283	66,344
3351, 34	Copper & copper products.....	356	1,218	250	1,883	289	594
3352, 34	Aluminum & aluminum products...	380	1,200	198	953	316	1,117
351	Engines & turbines.....	1,584	4,002	1,143	2,770	1,597	4,137
352	Agricultural machinery.....	5,015	16,905	3,943	13,762	3,589	13,542
353	Construction machinery.....	1,665	5,108	1,221	4,108	909	3,172
353	Mining & well machinery.....	1,014	2,345	652	1,536	672	1,688
354-6	Industrial machinery.....	3,617	7,644	3,287	5,587	11,892	9,096
361	Electrical machinery.....	8,694	19,025	6,569	13,616	9,156	18,057
371	Automobiles, trucks & busses...	9,972	20,990	9,442	20,594	11,715	29,758
372-9	Other vehicles, aircraft and vessels.....	1,165	2,137	2,252	7,599	1,225	2,273
I	Misc. inedible animal products.	2,382	28,995	1,191	18,052	79	395
I	All other commodities.....	4,784	72,685	4,665	54,924	5,673	66,551
	Total.....	$132,786	4,105,197	$ 114,832	2,910,368	$123,094	2,631,838

TABLE 6

FLORIDA'S IMPORT TRADE, BY COMMODITY, DURING 1950, 1949, AND 1948

Comm. No.	Commodity Title	(In Thousands) 1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
0127	Tobacco, unmanufactured	$ 6,536	6,518	$ 6,675	6,947	$ 7,971	6,833
0131	Bananas	6,053	232,509	9,889	355,282	12,222	404,257
0132	Coffee, raw	33,756	70,114	23,497	84,979	22,158	86,906
0199	Sisal, jute, henequen & hemp	892	9,562	647	5,212	.....	.....
201	Meat products	3,872	17,565	2,181	7,818	3,283	14,793
203	Shellfish & shellfish products	410	2,841	514	2,855	456	2,291
013, 203	Fresh & frozen fruits	1,434	54,386	1,068	41,123	1,231	44,139
203	Canned & preserved fruits	795	9,845	1,591	16,724	3,112	28,331
014, 203	Fresh & frozen vegetables	1,114	29,353	1,457	29,986	1,741	34,377
203	Canned & preserved vegetables	1,404	71,776	1,617	70,726	955	34,495
2042	Animal feeds & fodders	922	51,576	1,469	80,726	107	3,882
206	Sugar	9,241	156,627	7,305	125,900	7,089	130,769
206	Molasses	599	206,628	990	192,691	3,222	204,563
0132, 207	Nuts & nut products	139	3,235	185	6,677	495	9,220
2082-5	Alcoholic beverages	794	2,747	469	1,510	96	385
22, 23	Synthetic textiles & apparel	729	2,042	22	111	.....	.....
241	Logs	352	23,708	417	22,271	1,232	79,071
242	Lumber	1,992	56,201	495	12,526	530	13,911
2612	Newsprint paper	7,821	160,079	8,228	168,690	5,479	110,740
282	Coal-tar products	1,009	49,460	804	47,018	864	42,956
284	Naval stores, gums & resins	477	546	.....	.....	121	121
281, 287	Nitrogenous fertilizers	3,292	185,741	4,844	262,440	3,727	231,936
281 , 287	Potassic fertilizers	2,196	131,775	209	9,480	132	7,540
281, 287	Other fertilizers	480	70,113	378	48,713	87	17,367
281-9	Other chemicals & products	588	52,536	37	364	23	90

TABLE 6—Continued

Commodity		(In Thousands)					
		1950		1949		1948	
Code No.	Title	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
29	Petroleum products	$ 4,646	941,478	$ 136	31,469	$ 1,526	301,023
31	Leather & leather products	165	147	343	303	220	200
324	Cement	1,961	312,227	62	9,602	88	10,993
14, 325-9 331-2,	Other non-metallic minerals and their products	461	436,810	278	493,623	28	1,993
34, 35	Iron & steel products	4,275	161,544	523	16,510	416	28,509
352	Agricultural machinery	175	689	745	2,067	620	1,970
371	Automobiles, trucks & busses	1,643	4,321	114	204	710	908
X	Misc. inedible animal products	1,255	38,903	696	22,119	475	14,808
Y	All other commodities	1,721	50,627	1,384	6,388	1,586	381,359
Z	Returned U. S. products	877	4,033	1,104	3,275	788	4,322
	Total	$104,096	3,610,291	$ 80,314	2,188,332	$ 82,790	2,255,010

TABLE 7

FLORIDA'S EXPORT TRADE, DURING 1931 AND 1933*

Commodity	1931 Value	1933 Value
Raw cotton	$ 8,467,657	$ 9,911,462
Lumber products	6,302,131	4,356,9[illegible]
Phosphate products	5,005,699	3,542,82[illegible]
Naval stores & products	4,591,682	5,308,19[illegible]
Iron & steel products	2,081,397	517,751
Meat products	1,663,959	1,100,496
Canned & dried fruits	1,490,740	1,130,3[illegible]
Cotton textiles	478,701	1,015,006
Paper products	465,81[illegible]	463,[illegible]
Citrus fruits	265,80[illegible]	561,532
Feed for livestock	247,01[illegible]	251,193
Cement, coal, stone, brick tile, etc.	237,08[illegible]	143,328
Industrial machinery	231,638	81,512
Oils & fats (inedible)	216,97[illegible]	280,627
Food products	196,1[illegible]6	53,810
Petroleum	175,472	186,797
Radio apparatus	157,383	52,08[illegible]
Drugs & medicinal products	150,931	120,132
Industrial chemicals	130,906	56,769
Silk products, rayon, etc.	129,623	18,923
Leather products	122,532	89,089
Metals, not precious	121,709	72,11[illegible]
Electrical equipment & products	96,806	66,777
Automobiles, trucks & busses	85,128	66,256
Agricultural machinery	78,218	6,026
Cameras, films & accessories	74,952	87,695
Rubber products, incl. tires & tubes	61,866	96,813
Automobile accessories	59,103	31,156
Other fresh fruits (apples, peaches, etc.)	50,271	14,769
Books & printed matter	49,147	36,373
Glassware	49,043	25,972
Fertilizers (except phosphate)	48,419	30,314
Aircraft equipment & accessories	40,934	38,472
Vegetables (fresh, canned & dried)	36,174	19,100
Fish products (including canned fish)	35,959	28,292
Tobacco, raw & manufactured	31,[illegible]06	9,147
Furniture & miscellaneous wood products	21,86[illegible]	18,570
Dairy products (butter, cheese, milk)	23,888	11,753
Jute bags, flax, hemp cordage	21,069	9,108
All other exports	542,427	609,890
Total	$31,359,056	$29,869,241

*A. Stuart Campbell, The Foreign Trade of Florida (Gainesville: Bureau of Economic and Business Research), p. 12, derived from Foreign Commerce and Navigation of the United States, 1933-34.

TABLE 8

FLORIDA'S IMPORT TRADE, DURING 1934 AND 1933*

Commodity	1934 Value	1933 Value
Fertilizer & fertilizer materials	$ 3,405,602	$ 3,559,104
Tobacco, raw & manufactured	2,022,696	1,970,274
Paper products	1,276,026	657,157
Coffee	1,214,383	1,104,746
Fruits & nuts (fresh & prepared)	1,161,878	621,080
Dead or creosote oil	478,314	303,795
Automobiles, airplanes, & motorboats	408,880	168,706
Sugar	396,294	618,959
Meat products	207,177	185,301
Industrial chemicals	161,351	136,098
Iron & steel products	135,220	120,767
Fish products	133,011	25,220
Lumber products	97,632	30,171
Tankage	94,043	49,981
Miscellaneous textiles & fibres	72,942	61,859
Animal oils, fats & greases	72,218	152
Olive oil	41,362	41,730
Liquors, wines & spirits	34,916	.....
Dyeing & tanning materials (Quebracho)	34,482	26,757
Vegetables (fresh & prepared)	31,362	40,155
Grain products	30,939	11,099
Cotton textiles	24,817	12,567
Cement, coal, stone, tile & brick	15,715	22,174
Books & other printed matter	14,009	9,109
Leather products	12,418	5,142
Agricultural machinery & implements	11,886	5,591
Sponges	11,434	5,822
Rosin pulp	10,962	28,372
Moss, seaweed & peat	10,260	8,123
Silk products	6,983	3,849
Wool textiles	6,198	3,410
Glassware	4,906	5,292
Dairy products	4,418	8,145
Machinery (miscellaneous)	3,658	1,514
China & porcelain ware	3,370	1,864
Beverages & fruit juices	3,223	62,948
Bones, hoof & horns (unmanufactured)	3,155	981
Diamonds	2,923	5,309
Northern crockery	2,211	1,663
Spices	1,791	728
All other imports	278,079	370,452
Total	$11,993,133	$10,303,125

*A. Stuart Campbell, op. cit., p. 14.

TABLE 9

FLORIDA'S FOREIGN TRADE, BY MONTHS, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
			EXPORTS			
January	$ 9,054,094	257,812,638	$ 9,782,179	162,012,218	$ 8,903,241	311,677,155
February	8,911,468	173,384,482	9,280,397	114,149,120	9,737,188	236,919,029
March	8,295,538	276,372,208	11,096,853	192,727,865	8,914,080	178,976,436
April	15,826,666	574,026,621	8,357,171	174,574,164	8,923,396	321,296,129
May	11,711,609	556,835,165	8,525,790	149,256,780	10,475,621	249,523,234
June	10,082,386	440,574,735	10,866,389	231,892,099	18,046,205	307,533,667
July	10,141,213	271,620,244	7,660,307	234,515,441	9,961,699	244,855,147
August	11,319,501	249,257,007	10,305,055	441,176,803	8,732,925	167,245,705
September	11,152,286	426,939,753	8,283,980	290,841,447	6,871,307	179,083,134
October	10,237,706	293,797,796	9,036,499	303,765,698	8,609,810	112,408,961
November	11,915,826	316,486,131	11,178,939	376,875,716	10,966,702	113,242,410
December	14,134,747	246,278,452	10,458,758	218,680,988	12,752,054	169,076,427
Total	$ 132,784,240	4,105,198,935	$114,832,489	2,910,368,339	$123,094,228	2,631,837,754
			IMPORTS			
January	$ 7,447,429	233,024,585	$ 6,886,230	217,914,190	$ 5,608,197	176,893,387
February	7,207,142	298,334,247	8,671,919	149,549,474	6,951,187	216,770,131
March	7,316,743	330,981,387	7,468,444	162,341,999	6,915,552	170,340,624
April	10,540,621	378,782,876	6,291,239	99,001,536	5,781,657	156,856,961
May	9,414,801	385,078,755	5,884,689	159,702,910	7,322,436	249,801,836
June	6,828,090	298,488,420	6,247,223	166,016,297	7,942,970	233,162,163
July	8,726,237	321,153,160	5,340,146	223,368,968	7,270,738	173,178,010
August	10,993,710	186,696,487	7,433,910	292,848,188	7,609,418	185,907,870
September	8,022,867	283,382,141	5,299,871	140,947,371	4,728,743	172,213,406
October	8,686,389	368,112,985	5,802,359	185,493,828	8,530,546	215,817,410
November	9,668,864	282,709,848	7,849,556	162,799,281	8,284,304	191,157,169
December	9,182,642	243,544,636	6,344,218	188,638,266	5,743,934	145,111,035
Total	$ 107,035,535	3,610,289,585	$ 80,313,990	2,186,332,288	$ 82,789,832	2,255,010,002

Livestock Products

Livestock products represent the most important category of commodities exported from Florida, although hardly any of these exports are produced in Florida. Nineteen per cent of the value of Florida's exports during 1950 were animal oils and fats, meat, dairy products, leather products, and other various livestock products. The amounts exported since 1949 have increased not only in value and weight, but also in relation to the over-all export trade of Florida. The percentage of the value of Florida's export trade represented by these commodities increased from 15 in 1948 to 16-1/2 in 1949, and in 1950 it increased to 19 along with the general rise in the value of exports.

This category of commodities represents a very large part of the export trade mainly as a result of the value of animal oils and fats exported. The 1949 and 1950 values for animal oils and fats recorded in the tables are only edible oils and fats, such as pure pork lard, oleo oil, and edible tallow. Of the 1948 value, $9,705,739 are also edible, while the remaining $1,002,241 are inedible, such as tallow and grease. The figures for the inedible animal oils and fats exported during 1950 and 1949 were included in the classification of miscellaneous inedible animal products by the Foreign Trade Division. As a result of this action, the miscellaneous animal products class under which only a small amount of exports had been recorded in 1948 increased to more than a million dollars in 1949, and to two million in 1950. The fact that these figures represent inedible tallow was verified by inquiry at the ports of West Palm Beach and Tampa. Most of this inedible tallow is produced in Tampa

from various animals, and the greater part goes to Cuba from West Palm Beach, with smaller quantities to Jamaica from Tampa.

The meat products exported are chiefly salted and smoked pork (hams, shoulders, bacon, tails, snouts, bellies, etc.) with smaller amounts of canned beef and veal. There is no apparent periodicity in the shipments of these products, the greater part going to Cuba through the port of West Palm Beach all year round. Only the small shipments of fresh and frozen meat are an exception. They move during the winter months of December, January, and February to the Bahamas from the ports of Miami and Jacksonville.

Exports of meat products increased along with other livestock products in both weight and value during the three years of this study. Whereas meat products in 1948 were only 2 per cent of the total of Florida's exports, by 1950 they increased to 4 per cent. At the same time Florida's share in total United States exports of meat products increased from 5 per cent in 1948 to 6-1/2 per cent during 1949, and to 12 per cent by 1950, for United States exports of meat products decreased from $56,000,000 in 1948 to $43,000,000 in 1950. Cuba is the main destination of the meat-products exports of the United States and Florida which come from the mid-western states. Florida, therefore, appears to have handled during these three years a proportionately greater share of the nation's trade with Cuba in this commodity while the share handled by other states decreased.

The decrease in leather and leather products exported from Florida was in contrast to the increase in exports of these commodities by

the nation. Furthermore, the countries to which they were shipped by Florida have increased their imports of these commodities since the war.

These exports are mainly of out-of-state origin according to the information gathered at the ports of export, and Florida seems to have lost a considerable amount of this traffic in leather and leather products to other United States ports.

Dairy products, in a similar manner, decreased consistently from 1948 to 1950. Whereas 2.5 per cent of the value of Florida's exports in 1948 consisted of dairy products, in 1950 they made up only 1.3 per cent of the value. The decrease in shipments of evaporated milk, the main dairy product exported, accounted for the decreased exports of dairy products.

Exports of the other dairy products, such as cheese, butter, dried milk solids, and milk compounds, increased during 1949 and 1950. Most of these were sent to Cuba, and all of the principal ports participated in this trade with Cuba, except Jacksonville. These commodities come to Florida from the states of the upper Mississippi valley, for Florida has never been able to satisfy its own needs in dairy products, much less have a surplus for export.

Fruits and Vegetables

A glance at the table on Florida's export trade by commodity will probably leave every Floridian with the impression that Florida exports a considerable amount of its fresh fruits and vegetables. Contrary to this impression, however, most of the fresh and frozen vegetables exported are not grown in Florida, and a large quantity of the fruits come from as far

many as California.

Apples, pears, peaches, and grapes are the usual fresh and frozen fruits exported. The only fresh fruits exported which are grown in Florida are watermelons, and not all of these are from Florida, some coming from Georgia. Of the fresh vegetables exported, lettuce and celery are those grown in other states, while tomatoes and onions are the fresh-vegetable exports produced in Florida.

There is a definite indication of periodicity in the export of fresh and frozen vegetables and fruits. Shipments of fruits, usually small during the summer, begin to increase in the fall, and reach a definite peak in December. They are exported from West Palm Beach to Cuba. The vegetables move principally during the fall months with Cuba and the Bahamas as their destination.

Potatoes are not always classified as "fresh" under the Division's classification, some though they may not be dried, dehydrated, or otherwise processed or preserved; and the "preserved" vegetables listed among Florida's exports are simply Irish potatoes in the same condition they are when removed from the fields.

The only citrus fruits exported by boat are the canned and preserved fruits shipped from Tampa. The bulk of these are canned grapefruit and orange slices, a small quantity of juice, and preserves made from citrus fruits. They find a market in Western Europe and the Caribbean countries; however, the most important market is Canada. The following table shows that the canned and preserved products of Florida's citrus industry are exported primarily during the late spring and summer months.

TABLE 10

CANNED AND PRESERVED FRUIT EXPORTS OF TEXAS, FROM JANUARY, 1950, TO DECEMBER 1950

Month	Value - $ -	Weight (lbs.)
January	$ 93,725	1,513,489
February	102,368	1,403,597
March	96,764	1,129,807
April	360,309	4,566,725
May	298,660	3,861,564
June	345,516	4,340,398
July	660,704	8,704,683
August	120,521	1,592,178
September	82,384	1,208,931
October	77,074	1,060,088
November	206,177	3,559,215
December	339,934	6,055,268
Total	$ 2,787,136	39,006,005

Fresh citrus from Florida goes to Canada usually by rail and truck, rarely by boat. Furthermore, the fresh citrus going by rail and truck moves principally during the winter and early spring, which is just the opposite of the canned and preserved citrus.

In order to arrive at a total for citrus fruits exported by all means of transportation, the following table has been set up from information accumulated by the Production and Marketing Administration of the United States Department of Agriculture on the exports made to Canada by rail and truck.

This information on the shipment of fresh citrus is complementary to the information on water-borne shipments of canned and preserved citrus, for it presents the uninterrupted periods of peak activity in the shipment of fresh fruit, while the other shows the succeeding peaks of late spring and summer export activity in canned and preserved fruits.

TABLE 11

CITRUS FRUIT SHIPMENTS TO CANADA FOR THE SEASONS 1950-51, 1949-50, 1948-49, AND 1947-48[a]

	1950-51		1949-50		1948-49		1947-48	
	Boxes	Approx.[b] Value	Boxes	Approx.[b] Value	Boxes	Approx.[b] Value	Boxes	Approx.[b] Value
Oranges								
By rail...	335,500	$1,046,760	194,500[c]	$ 691,085[c]	431,000	$1,206,800	187,500	$ 392,750
By truck..	88,500	276,120	94,000	333,700	35,000	98,000	28,700	60,270
Total...	424,000	$1,322,880	288,500	$1,027,785	466,000	$1,304,800	216,200	$ 453,020
Grapefruit								
By rail...	699,500	$1,739,635	372,500[c]	$1,270,225[c]	763,500	$1,841,225	180,000	$ 327.000
By truck..	76,000	207,480	50,000	170,500	21,000	49,350	6,167	11.101
Total...	775,500	$2,117,115	422,500	$1,440,725	801,500	$1,890,575	186,167	$ 335,101
Tangerines								
By rail...	46,000	$ 200,000	28,000[c]	$ 107,800[c]	56,500	$ 209,050	25,500	$ 73,950
By truck..	10,500	[illegible]	[illegible]000	[illegible]	[illegible]000	[illegible]800	321	[illegible]
Total...	[illegible]6,500	$ [illegible]75,075	[illegible]2,000	$ 102,700	[illegible]2,500	$ 23,850	[illegible]821	$ [illegible]
Mixed								
By rail...	44,500	$ 283,060	51,000[c]	$ 180,540[c]	169,000	$ 463,000	15,500	$ 32,240
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total...	1,348,500	$3,968,820	804,000	$2,811,690	1,500,000	$3,882,225	446,688	$ 903,712

[a] Florida State Department of Agriculture, Annual Fruit and Vegetable Report: Production, Transportation, and Marketing Analysis (Jacksonville: Florida State Marketing Bureau, 1947-48, 1948-49, 1949-50, 1950-51 Season Editions). (Mimeographed).

[b] Approximate values arrived at by multiplying the number of boxes by the gross F.O.B. returns per box from interstate shipments which were:

	1950-51	1949-50	1948-49	1947-48
Oranges. . . .	$3.12	$3.55	$2.80	$2.10
Grapefruit . .	2.73	3.41	2.35	1.80
Tangerines . .	4.35	3.85	3.70	2.90
Mixed.	3.06	3.54	2.74	2.06

[c] By rail and boat

If the value of the citrus shipments to Canada by rail and truck during 1949-50 is added to the value of the canned and preserved citrus exported from Tampa during 1950, a fairly good approximation of the value of Florida citrus sent abroad is achieved, before an export-subsidy program went into effect on November 15, 1950. This figure of $5,590,026 represents the maximum possible value of annual citrus exports, prior to the present export-subsidy program, for it covers a period of eighteen months and there may be other fruits besides citrus included within the canned and preserved fruits exported from Tampa during 1950.

In attempting to determine the approximate value of Florida citrus shipped to foreign countries, it should be kept in mind that some of the citrus sent to northern states is exported by their ports to Europe and is recorded as an export of those states and not Florida. The quantity of Florida citrus exported from the northern states is very small, however, because Florida's oranges have a relatively greater content of juice than those of California, Arizona, and Texas, which makes them more difficult to preserve on long boat trips. Furthermore, a large part of California's orange crop ripens during the summer when seasonal reductions in the rate of duty imposed by various European countries upon citrus imports, are in effect. By far the greater part of Florida's orange crop ripens during the fall and winter when exporters cannot benefit from these tariff concessions, which were achieved through our reciprocal trade agreements program. Consequently, larger quantities of California's oranges have been exported and California's producers have benefited most from the export-subsidy program.

If reference is made to Table 36 on page 124 where the figures on exports of citrus and citrus products to Western Europe and Malaysia (East Indies) are presented, it will be seen that approximately $3,577,000 worth of the 1950-51 citrus crop of $229,859,000 was exported in a fresh or processed condition. If this amount is added to the shipments made to Canada during the 1950-51 season, $7,546,000 worth of the citrus crop was exported from June, 1950 to July, 1951 under the impetus of the export-subsidy program. It has been desirable to disclose the maximum amount of Florida citrus exported because the most exaggerated estimates made of any Florida commodity exported are the estimates of citrus exports, ranging from fifteen to twenty million dollars.

Other Edible Products

Among other edible products exported, peanuts have held a prominent place and make up the class of "nuts and nut products" in the tables. Most of these peanuts were grown in Alabama and shipped from Pensacola and Panama City. Exports of this commodity have decreased since 1949 because of an unfavorable railway freight rate relationship now existing between the producing areas in Alabama and the ports of northwest Florida (See Pages 89-93).

The rice exported from Pensacola comes from Arkansas and is sent to Cuba, which is one of the principal markets for United States exports of rice. Shipments via Pensacola have decreased during the last few years, absolutely no rice being exported by that port during 1950. Smaller quantities of rice are shipped from Miami to the Bahamas and they too have decreased.

Large shipments of wheat flour from the mid-western states were sent to Europe under our foreign aid programs during 1948 and 1949, and that accounts for the flour exports from Pensacola during those years. Even the small quantity in 1950 went to that continent, specifically Greece. The flour exports of West Palm Beach during 1950 were a flour mixture or preparation.

Cold storage eggs from the Middle West are sent to Cuba and Venezuela from South Florida's ports. Miami's exports of eggs decreased from 1948 to 1950 while those from Tampa and Port Everglades increased, though not enough to offset Miami's diminished exports.

The edible vegetable oils exported are tea seed oil, soy bean oil, cotton seed oil, and peanut oil, while the inedible oil was coconut oil. They came from many different states for shipment to Cuba. The coconut oil is manufactured in California from the imported copra of the Pacific islands.

The prices of these vegetable oils fell considerably from 1948 to 1949, like the prices of the animal oils and fats, and as a result the value of the vegetable oil exports increased only 13% per cent during 1949, though the quantity exported increased by 35% per cent.

Animal Feeds and Fodders

Six and one-half per cent of Florida's exports in 1950 was composed of animal feeds and fodders, making it one of the most important classes of commodities exported. Of feeds and fodders exported during 1950, cotton seed cake and peanut meal shipments from Panama City amounted to $6,601,226 of the total $8,479,939. The principal recipient

was Norway, with France and Denmark taking smaller amounts.

Practically every port in Florida is engaged in exporting foods and feedstuffs. Jacksonville sends citrus pulp and prepared foods to the Bahamas and Norway; Pensacola exports soybean meal, peanut meal, and prepared feeds for poultry to Cuba and Norway; Miami and Tampa ship their prepared feeds to the Bahamas and other countries of the Caribbean; and West Palm Beach sends poultry feeds to Cuba.

It is interesting to note that the value of the animal feeds and feedstuffs exported in 1950 was 133 per cent greater than the value of those exported in 1949. The quantities exported during both years differed by only a few hundred pounds. This was a result of the fact that the price of cotton seed cake, which is exported from Panama City, doubled during 1950. This change in price, together with a decrease in the exports of animal feeds and feedstuffs from other states, enlarged Florida's share of the United States trade in animal feeds and feedstuffs from 20 per cent in 1949 to 50 per cent in 1950.

Inedible Vegetable Products

Cigarettes, and not cigars, are the principal tobacco manufactures exported from Florida. Miami ships more than half of them to the different countries of the Caribbean, mainly the Netherlands Antilles; West Palm Beach exports the others to Cuba. Small quantities of cigars produced in Florida are also exported to the Netherlands Antilles.

Florida manufactures a few rubber products such as mats, hose, belts, and other specialties which are exported; but most of the rubber manufactures exported from Florida during the last few years have been

rubber tires, tubes, and footwear which come from the northern states. Some rubber scrap and waste is exported from the state, but it has been included in the miscellaneous class of "all other commodities," instead of rubber manufactures.

Textiles and apparel manufactured in Florida are shipped from Tampa, Jacksonville, and Miami. They make up half of all the textiles and apparel exported during the period of this study. Tampa's textile exports were cotton apparel, manmade fiber, and mixed fiber; Jacksonville's were cotton, rayon, and some woolen apparel; the bulk of Miami's were made up of cotton belt cloth, with smaller quantities of rayon and woolen apparel. The market for these Florida-produced goods was the Caribbean, practically every island of the Antilles, and every Central American country taking some.

West Palm Beach and Pensacola exported the non-Florida textiles, which went to Cuba and consisted mainly of cotton yarn and twine for Cuba's clothing industry.

Forestry and Wood Products

Florida's forests are the source of the most important commodities produced in Florida and exported from Florida. These products, naval stores, lumber, pulp, and paper, are exported to every continent except Australia.

Exports of lumber, naval stores, wood pulp, paper and paper products, and various wood manufactures totaled approximately 13 million in 1948, 16 million during 1949, and 17 million for 1950. This increasing trend did not reflect the recession in the over-all Florida export trade

during 1949. Percentagewise, though, these commodities did not continue to gain in importance as a Florida export; they actually lost ground, because they made up 10-1/2 per cent of Florida's exports in 1948, 14 per cent in 1949, and 13 per cent in 1950. This was due to the fact that, even though exports of naval stores rose, shipments of paper to Europe and South Africa decreased as exports of wood pulp increased. Exports of paper from the nation reflect the same trend. Having reached a postwar peak in 1947, they have decreased since then, while wood pulp exports have held their own.

Pensacola and Jacksonville exported all of the wood pulp and part of the paper exports. They consisted of craft wood pulp, pulp board, and craft paper from factories located in Palatka; Jacksonville; Pensacola; and St. Mary's, Georgia. Port St. Joe and Pensacola exported locally-manufactured cardboard boxes, and Panama City some craft paper. These products went to Western Europe, South Africa, and as far east as the Philippines.

Naval stores have been one of Florida's main exports ever since Florida was first colonized by the Spanish and have always found a ready market in Europe. During the last war, when this market was closed due to the German occupation, Florida's exports diminished considerably; but since the war they have risen consistently. Resin in barrels and some turpentine are the main naval stores exported. The percentage of Florida's exports consisting of naval stores rose from 2 per cent in 1948 to 5 per cent in 1950, because Florida acquired a proportionately larger share of the increased trade in this commodity by the United States. From 1948

to 1950, Florida's share of United States exports increased from 9 per cent to 21-1/2 per cent.

Sawmills are located in practically every county of Florida, and the lumber for export usually moves to the nearest ports for transportation to its foreign markets. As a result, every port in Florida ships such sawmill products as boards, planks, cooperage materials, and railroad ties. All of the lumber exported is of southern pine, no cypress being sent abroad from Florida.

As can be seen from the table on exports during 1933 and 1934, lumber and naval stores in the past were much more important Florida exports. They represented 33 per cent of Florida's export trade in 1934, whereas these commodities in 1950 made up only 8-1/2 per cent of the total exports. Exports of lumber and naval stores have not actually decreased in value over the years, but Florida's export trade has become more and more diversified as it has multiplied in value.

Millwork plants are as widely distributed in Florida as the sawmills, but the plants producing the "wood manufactures" exported are those located in the larger urban centers of Florida. Included in these manufactures are furniture, house fixtures, prefabricated buildings, barrels, hardware, and before 1950, boxes and crates. In 1950, "boxes and crates" were shifted by the Division to the "lumber" class. This may account for the decrease in wood manufactures during 1950. Though, again, it may not account for this decrease, for there has been a continuous steep decline in exports of wood manufactures from the United States.

Bituminous Coal

Europe suffered an acute shortage of coal in the immediate post-war period, and the United States Government undertook a program to relieve this shortage by exports of coal from the United States. Some of this coal was shipped from Pensacola, and the $3,181,552 of coal exported from Pensacola during the first eight months of 1948 went to France and Italy. After August, 1948, shipments of coal through Pensacola were discontinued and the coal now being sent to Europe under our foreign aid programs moves through Norfolk, Virginia. The Federal Government has indicated that it may renew large shipments of coal through Pensacola, but at the time this was being written only small quantities were being exported from Pensacola.

Phosphates and Other Fertilizers

The one export commodity which holds an outstanding position in Florida's trade is phosphate rock and fertilizer. It is the leading export by volume from Florida, accounting for 61 per cent of the total volume during 1949, and 71 per cent during 1950.

The low value represented by such huge shipments of phosphate is due to the fact that most of it is exported as rock, not averaging much more than a dollar per long ton. The phosphate rock that has been crushed and treated with sulphuric acid, so as to make it absorbable by plants, has more value. However, this "superphosphate," as it is called, makes up only a small part of the phosphates exported from Florida. The other phosphate-exporting states exported proportionately larger values of superphosphate. As a result, the phosphate exports of other states amounted to

42 per cent of the value of the total United States phosphate exports, though to only 30 per cent of their weight.

Florida is, consequently, a source of phosphate rock rather than processed fertilizer in international trade, because Florida's phosphate has only a small distance to travel by rail to reach the relatively cheaper ocean transportation by boat. The other phosphate-producing regions of the United States are located far from the sea in Tennessee, Montana, and Idaho; and the phosphate that is mined there is subjected to a greater degree of processing in order to remove any excess weight before being transported by rail to the seaboard for export.

Florida's phosphates (rock, superphosphates, and mixed fertilizers with a greater percentage of phosphorus than any other chemical) do not go to any one country, like so many of Florida's other exports, but are widely distributed throughout the world. Some of the main markets are found in Western Europe and the Far East; and when these markets were closed during World War II, phosphate exports declined abruptly, rising again only after the cessation of hostilities in those areas.

The nitrogenous fertilizers include mixed fertilizers with a greater percentage of nitrogen, as well as simple sodium nitrate and liquid nitrogen. Part of these are manufactured or mixed in Florida, except the liquid nitrogen which comes from Hopeville, Virginia, and goes to Cuba through West Palm Beach.

Potassic, organic, and other mixed fertilizers compose the "other fertilizers" class. They are not widely distributed, like the phosphates, but are exported principally to the Caribbean countries.

Other Chemicals and Products

A long list of heterogeneous chemicals and chemical products are exported from Florida, but in such small quantities as not to justify separate recognition by the Division's classification; and they comprise the "other chemicals and products" class. The principal chemicals were muriatic acid and sulphuric acid exported from West Palm Beach for the use of the sugar-manufacturing establishments of Cuba, and some citric acid from Tampa. The chemical products consisted of explosives, pharmaceutical preparations, pigments, paints, varnishes, dyes, synthetic resins, cosmetics, soaps, and various toilet preparations. In the more detailed tables of the subsequent chapters and appendixes, the pharmaceutical preparations, pigments, paints, and varnishes are separated from the other chemical products. This was possible as these two groups of chemicals were not tampered with during a major revision of the classification during 1949, which had for its purpose the concealment of information on the types and amounts of chemicals and chemical products of a military nature, such as explosives, fuses, blasting caps, ammunitions, etc.

Other Non-metallic Minerals and Products

The "other non-metallic minerals" exported from Florida were salt, sulphur, natural bitumen, limestone, dolomite, Fuller's earth, kaolin, and other clays and earths. Only small quantities of each, however, were exported during the three years of 1948, 1949, and 1950. The remaining "non-metallic mineral products" were fire brick for the lining of sugar mill boilers in Cuba and such clay products as tile, pottery, and novelties for the retail stores of Cuba.

Glass Products

Nearly all of the exports of glass and glass products were plain window glass and plate glass, which were not manufactured within the state. The only glass products from Florida sources were some glass bottles exported from Pensacola, and a few glass specialties which Miami sent to the Bahamas and Cuba.

Machinery and Transportation Equipment

The two largest groups of commodities in Florida's export trade, the greater part of which are not produced within the state, are machinery and vehicles (all classes of commodities included in Standard Industrial Code Numbers 35-36, 371, respectively). The machinery constituted 16 per cent, and the vehicles 8 per cent of Florida's export trade in 1950. This represents a decrease from 22-1/2 per cent in 1949 for machinery, and from 10 per cent for vehicles.

An inquiry into this subject at the different ports revealed that the decrease in exports of vehicles was a result of the substantial reduction in shipments of new vehicles from West Palm Beach during 1949 and 1950. Exports of used vehicles from Miami increased during the three years but the increase in shipments of used vehicles was not great enough to offset the diminished exports of new vehicles. There is a large market for used automobiles in Miami, and many of these "used cars" are exported after being repaired and refurnished.

The exports of machinery in 1950 were less than those of 1949, due to an abnormal shipment of industrial machinery during June, 1949 to Cuba, the exact nature of which it was not possible to ascertain. If

this one shipment is disregarded, a gain actually occurred in the exportation of all types of machinery, except electrical. A considerable amount of electrical appliances such as refrigerators, washing machines, air-conditioning equipment, etc., are sent continuously to Cuba through West Palm Beach; and this was the only type of machinery which lost any ground during the three years. By far the greater part of the machinery exported is produced in other states, only a small part being produced by local establishments. Some of these exports are, however, machinery which has been overhauled and repaired in Florida and, subsequently, sent to the near-by Caribbean countries.

Cuba was the market for approximately all of the vehicles exported and more than half of the machinery. Florida's exports represent nearly half of the total trade of the United States with Cuba in machinery and vehicles. The total machinery and vehicle exports of Florida are, however, an insignificant part of the total United States exports of these commodities, representing less than 1 per cent.

The Foreign Trade Division revised the vehicle, aircraft, and vessel classifications, during the summer of 1949, with the purpose of preventing the disclosure of the quantity and types of military equipment exported from the United States. This revision, consequently, made it impossible to present the value and quantity of vessels and aircraft exported during the three years of this study.

An analysis of the figures for the first eighteen months (January, 1949-June, 1949) when military and civilian aircraft were reported together, and of the figures for the last eighteen months (July, 1949-December, 1950) when civilian aircraft were reported separately and the

military aircraft combined with all other military equipment exported, indicates that exports of aircraft amounted to approximately $600,000 each year. Military aircraft appear to account for 75 per cent of this figure. Cuba was the recipient of most of the aircraft in the past, but it was not possible to ascertain whether this was all military or civilian.

A similar analysis of the figures on exports of vessels during the thirty-six months of this study reveals that exports of vessels ranged between $100,000 and $150,000 annually, most of which were non-military.

These vessels were undoubtedly small watercraft, for there is a separate recording by the Foreign Trade Division for tankers and other large cargo ships sent abroad. They are probably manufactured within the state since Florida has a substantial ship and boat building industry.

Metal Products

Florida produces nearly half of the fabricated metal products exported from the state. Most of the metal products going out of West Palm Beach and Pensacola are not manufactured in Florida, while those exported from the other ports of Florida are Florida manufactures.

West Palm Beach ships mainly knocked-down steel houses and railway track equipment, such as steel rails, girders, switches, spikes, etc. These come under the Division's classification of "Iron and Steel Semi-manufactures."

Iron and steel products made in Florida and exported are tin cans, cylinders, tools, cutlery, hardware, furniture and fixtures, and pipe and fittings. They compose the "Iron and Steel Manufactures" and "Advanced

Manufactures" classes.

These metal products are shipped from all of the main ports of Florida, which follows from the fact that Florida's metal fabricating establishments are not concentrated in any one section of the state, but are widely distributed. The trend in the export of these products followed the pattern of the over-all Florida trade, falling in 1949, and rising again during 1950.

In comparison with the United States export trade of iron and steel, copper, and aluminum products, Florida's exports of these products are similar to those of machinery and vehicles. They represent only a small fraction of the total United States trade in these commodities.

All Other Commodities

All other commodities not of sufficient value or weight to be shown separately were included in a miscellaneous class with the code letter "Y", which also consists of (a) the Division's miscellaneous class which is similar to the miscellaneous class of the Standard Industrial Classification, (b) all shipments of personal merchandise valued at less than $100 (gift parcels), and (c) since 1950, certain undisclosed precision equipment of a military nature.

The commodities composing the Division's miscellaneous class were listed separately by the Division, prior to 1949, and it was, therefore, possible to catch a glimpse of the value of the principal commodities included within that class. The value of the most important commodities during 1948 was $389,680 of photographic and projection goods; $910,000 of scientific and professional instruments, apparatus, and supplies;

$280,265 of musical instruments, parts and accessories; $295,704 of miscellaneous office supplies; $328,322 of toys, athletic and sporting goods; and $209,771 of books, maps, pictures, and other printed matter. Cuba imported most of the above commodities. Unfortunately, these smaller classes were combined in 1949, and there was no way to determine what their later values were.

Included in the class, also, are $630,409 of raw cotton shipped by the Federal Government from Pensacola during December, 1950, the last month of the study. Cotton exports from Florida ceased after World War II, and if the value of this shipment of cotton during December, 1950, was shown separately, it might have given the impression that raw cotton was a regular export instead of an exception, especially since it would have been listed first due to its code number 0121. In the subsequent detailed tables, this shipment is shown separately.

Import Commodities

Florida's imports consist principally of crude and semi-processed agricultural products which are largely non-competitive with products produced in Florida and other states of the nation. These commodities are subject to wide price fluctuations, and cause the value of Florida's imports to fluctuate much more than their quantities. Florida consumes the greater part of its imports, according to the information gathered at the ports, and does not act merely as a trading or distributing center for its imports as it does for most of its exports.

Coffee

Nothing brings out the above statements more clearly than Florida's principal import, coffee, an agricultural product not grown on a commercial basis in the United States. The quantities of coffee imported decreased from 86,906,189 pounds in 1948 to 70,144,366 pounds in 1950; but the value of these imported quantities was $32,157,662 during 1948, and $33,754,605 during 1950. A 50 per cent increase, thus, occurred in the value of Florida's coffee imports, while the actual quantity received by Florida decreased. The price of coffee at Santos, Brazil, the world's most important port of export, was continuously climbing upwards during this period, from 27 cents a pound in January, 1948, to 54 cents during December, 1950.[1] This rise in price caused a decrease in the quantity imported by both the United States and Florida, but the decrease was not great enough relative to price to preclude larger monetary outlays for coffee by Florida or the nation.

Coffee is the leading import of the United States as well as of Florida, and the state's share of the total United States imports was 3 per cent during 1950. Florida's imports of coffee come in through Jacksonville, where the coffee is roasted in local plants and then distributed throughout Florida with small quantities going to southern Georgia.

Sugar and Molasses

The second most important Florida import is sugar, a tropical agricultural product like coffee, the price of which also has risen during

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[1] U.S. Department of Commerce, Office of Business Economics, Business Statistics, 1951 Edition. A Supplement to The Survey of Current Business (Washington: Government Printing Office, 1951), p. 113.

the last few years. Despite the rise in price, the quantities imported by Florida increased from 1948 to 1950, in contrast to the quantities of coffee imported. As a result, sugar advanced from fourth place in importance as an import during 1940 to second place in 1950, though the percentage of the total value of Florida imports represented by sugar increased very slightly, from 8-1/2 per cent during 1948 to only 9 per cent by 1950. The imports of sugar by the nation increased during this period, and Florida's sugar imports remained at 2 per cent of total United States sugar imports.

All of Florida's imported sugar comes from Cuba, most of it on the return trip of the West Palm Beach railway car ferries from Havana. The largest amounts are imported during the spring and summer months when production is high in Cuba.

The decline in the value of Florida's imports of molasses, though the quantities imported during 1948, 1949, and 1950 differed by only a few thousand pounds, is directly related to the increase in the price of sugar. Blackstrap molasses is a by-product of sugar manufacturing; consequently, as the production of sugar has expanded to meet an increased demand, the price of molasses declined. Hence, the value of valuesss imports shrank from 3 per cent to 1/2 of 1 per cent of the total value of Florida's imports.

Florida is the principal state importing molasses from abroad. The commodity is imported through Port Everglades from Cuba for various commercial uses, as it is inedible.

Newsprint Paper

Newsprint paper for the newspapers and publishing companies of Florida is the third leading import of the state, and it is the only leading import not received from the Southern Hemisphere. Canada supplies Florida with the greater part of its newsprint paper needs and Finland the remainder, with the Netherlands sending an occasional shipment to Miami.

Miami is the main recipient of this paper, for approximately half of the printing and publishing industry of Florida is located in Dade County. Central Florida obtains its supplies of newsprint paper through Tampa, while North Florida acquires its supplies by way of Jacksonville.

There is a constant flow throughout the year of this commodity from Canada to Miami, Tampa, and Jacksonville, due to the steady demand for it by newspaper establishments. The only seasonal change that occurs is a shift in the points of export from Canada. During the late spring and summer months, Florida receives its newsprint paper from the Canadian Great Lakes' ports; but after the St. Lawrence River freezes over in the late fall it begins to come from the Canadian Atlantic ports, mainly Halifax, Nova Scotia.

The price of newsprint paper rose after World War II and leveled off at $100 per short ton in 1948.[1] The value of Florida's imports of newsprint paper was, therefore, fairly constant during the last few years, but the Canadians have recently raised the price by $10 per ton, which will increase the value of Florida's imports of newsprint paper unless

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[1] Ibid., p. 176.

either a decrease in the quantity imported occurs or Florida shifts to another source. Both are quite unlikely, however, as Canada is the world's largest supplier of newsprint paper and the United States' demand for it is highly inelastic.

Tobacco

Unmanufactured tobacco from Cuba has been a leading import of Florida since the middle of the nineteenth century. Leaf tobacco, stems, and strippings for cigar manufacturing have been the type of tobacco imported; and whereas, previously, it was imported by Key West where the cigar industry of Florida was located in the part, most of it now comes in through West Palm Beach. From there the greater part is shipped to Pennsylvania, Ohio, and California for their cigar manufacturing establishments. Tampa imports some of its tobacco requirements directly. Recently, however, Tampa has been receiving a large quantity of leaf tobacco through Miami which accounts for Miami's imports of this commodity, though no cigar or cigarette factories are located there.

Florida's tobacco imports made up 9-1/2 per cent of the value of its total imports in 1948, but only 6 per cent in 1950, while the quantities of tobacco imported by Florida have been fairly constant. The decline in the price of cigar leaf tobacco is the main reason for the decrease in importance of tobacco as an import. Expressed as a percentage of total United States tobacco imports, Florida's were 8-1/2 per cent.

Fruits and Vegetables

The one commodity imported, the greater part of which is not consumed within Florida, is bananas. They are unloaded at the ports of Miami, Tampa, and Jacksonville, and from there are distributed to all sections of the United States.

Prior to World War II, the importation and distribution of bananas within the United States was in the hands of only a few concerns, principally The Standard Fruit and Steamship Company and The United Fruit Company with its marketing subsidiary, the Fruit Dispatch Company. During World War II their ships were taken over by the Federal Government and this gave an opportunity to many smaller concerns to enter the field of importing and marketing bananas. As a result, Miami is now one of the major ports of entry for bananas in the United States.

Jacksonville was a prominent banana-importing port even before the war. Its bananas move by rail to the north, whereas the bananas from Miami are transported northward by refrigerated trailer trucks.

Florida actually handled 25 per cent of the nation's bananas imported by the nation during 1948, and bananas made up 15 per cent of Florida's imports that year, which made them Florida's second most valuable import. Subsequently, Florida's imports of bananas declined and fell to fourth place among its imports by value, representing only 6 per cent of the total Florida import trade, and 12 per cent of the nation's banana imports.

Fresh and frozen fruit, other than bananas, imported by Florida are avocados and pineapples with smaller quantities of plantains and watermelons, the latter imported during the winter months. The canned

and preserved fruits are principally canned pineapples and pineapples in brine which are used by commercial establishments, especially bakeries. Guava jellies and preserves imported through Tampa are the only other preserved fruit of any importance.

The fresh and frozen fruits are imported in large quantities during the late spring and early summer, while the canned and preserved fruit imports are heavy afterwards during the late summer and early fall.

Coconuts are imported from Honduras, as well as other Caribbean countries, by way of Tampa. Most of them are sold by retail grocery stores, while others are used by novelty and confectionery-manufacturing concerns. Imports of coconuts are heaviest from September to January to provide for the needs of the tourist industry at that time.

Nuts and nut products have a code number of 0132 in the tables on imports, as coconuts are a tree nut; whereas in the tables on exports, peanuts, a ground nut, justified a code number of 0158.

The fresh and frozen vegetables imported are nearly all tomatoes, with a few cucumbers and malanga, which come principally from Cuba. Under the reciprocal trade agreement with Cuba, that country enjoys a 20 per cent preferential reduction of the 1½ cents per pound duty on tomatoes between December 1, and the last day of February.[1] Tomatoes, consequently, are imported during this three month period in large quantities, especially when the production of tomatoes in Florida is low due to a heavy frost. Hardly any fresh or frozen vegetables are imported during

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[1] U.S. Department of State, Reciprocal Trade Agreement Between The United States of America and the Republic of Cuba, signed at Washington, D. C. August 24, 1934 as Amended by Supplementary Agreements signed at Washington December 18, 1939, and at Habana, December 23, 1941 (Washington: Government Printing Office, 1942), p. 17.

the summer months, and reference may be made in Appendix A to see the large variation in seasonal imports of these vegetables.

The bulk of the canned and preserved vegetables was seed and other Irish potatoes imported from Canada, for these potatoes are not regarded as "fresh." They are imported during the late fall and winter, because the seed potatoes are usually planted during the winter and early spring. Imports from Canada cease during the summer months, and the small quantities of vegetables coming in at that time are mat potatoes.

Meat Products

Imported meat products are corned and roast beef from Argentina and Uruguay. They are all canned, because federal sanitary restrictions make it virtually impossible to bring fresh or frozen meat from these countries. Imported through Jacksonville and Tampa the year round, they are distributed throughout Florida and southern Georgia. Florida's beef production never has been adequate for the needs of its expanding population. Since Florida is in the position to import beef directly from abroad by water, it is one of the main states importing beef from abroad, and accounted for 8 per cent of the nation's canned beef imports during 1918 and 9-3/4 per cent in 1919.

Miscellaneous Inedible Animal Products

The miscellaneous inedible animal products include hides and skins, unmanufactured sea shells, bristles, feathers, bones, hoofs, and horns. Only one of these, hides and skins, was imported in any large quantity, and is so shown separately in the subsequent detailed tables.

Leather and Leather Products

Leather products, such as handbags, belts, shoes, and various novelties made of alligator skins are imported, Haiti being the principal source. Miami brings in most of them, and they are sold throughout the state by all types of small retail stores. Imports of these leather products are concentrated during the winter months, when Florida's tourist trade is heaviest. A great deal more alligator skins products are imported by air through Miami, with other states as their final destination, but no figures are available on this traffic.

Animal Feeds and Fodders

Florida imports a substantial amount of sugar beet pulp as fodder for its dairy industry. Half of the pulp imported during the three years came from the beet sugar-producing countries of Europe, specifically, the Netherlands, France, Germany, Italy, Yugoslavia, and Roumania. The rest came from Argentina, while some cotton seed cake was imported from Haiti through Miami.

Fertilizers

The fertilizers imported are entirely different from those exported. Florida acquires potash fertilizers from abroad, because production of potash within the United States has always been small. Germany is Florida's main supplier. The nitrogenous fertilizers were leather meal, castor cake meal, kieserite, nitrate salt, ammonium sulfate, but principally nitrate of soda from Chile. Other various mixed fertilizers were imported from Europe.

All of the Florida fertilizer imports made up 8 per cent of the fertilizer imports of the United States during 1950, for the soil of Florida as well as other southern states is deficient in nitrogen owing to the prevailing high average temperatures which decrease the nitrogen content of the soil.[1]

Petroleum Products

Petroleum products assumed a prominent place among Florida's imports during 1950, because of the large quantities of residual fuel oil imported from abroad that year. Florida's requirements of petroleum products are usually met by other states of the union. During 1949, however, the Federal government, which controls, to a certain extent, domestic production and shipments to and from foreign countries, lifted restrictions on the importation of petroleum and petroleum products with the result that Florida resorted to the southern Caribbean for a large amount of residual fuel oil during 1950. This was also caused by the devaluation of the European currencies during September, 1949, which automatically decreased the price of petroleum products from the Netherlands Antilles and Trinidad, and the inadequacy of United States production of some petroleum products after the Korean War began in July, 1950.

In addition to the residual fuel oil imported by all of the large urban centers for their heavy industries, Tampa imported $163,263 of petroleum asphalt from Trinidad, and Key West received shipments of gas oil and distillate fuel oil during 1948 and 1949 from the Netherlands

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[1]"Fertilizers," Encyclopedia Americana, Vol. XI, (1950).

Antilles.

Included in the $4,646,042 of petroleum products recorded for 1950 in Table 6 are $161,900 of crude petroleum. The title was not altered to "petroleum and petroleum products" to account for this one shipment of crude petroleum, since it might give the impression that considerably more crude petroleum was imported than actually was the case. In all other tables this shipment of crude petroleum is given separate recognition.

Lumber and Logs, Chicle, Synthetic Textiles, Sisal, and Henequen

Florida not only exports lumber but also imports it, though the imports are mahogany and pine fir, while the exports are southern pine.

The Weis-Fricker Mahogany Company of Pensacola, one of the largest such companies in the country, imports mahogany logs and rough lumber from Honduras and Panama where it owns extensive interests. It subjects some of these to further process at a local mahogany mill, transshipping the rest to all parts of the United States.

Jacksonville also imports mahogany lumber which is used by local industries, though theirs comes from Mexico.

In addition to mahogany, millions of feet of rough pine for lumber are imported from Canada by Fort Everglades and Miami, where it is processed and used by the local construction industry. This trade with Canada is of fairly recent origin, and is responsible for Florida's enlarged lumber imports.

Chicle comprises the bulk of the class of "naval stores, gums,

and resins" imported by Florida. It is imported from Mexico, through Tampa, for the use of various candy and chewing-gum manufacturing establishments in Central Florida.

The recently developed import trade in synthetic textiles is mainly of rayon apparel and finery from Cuba, which upon arrival in West Palm Beach are shipped to the northern states by express.

Sisal from Haiti and henequen from Cuba are other tropical agricultural products imported. During the period of this study, Jacksonville brought in the sisal and West Palm Beach the henequen, which were distributed to various textile establishments in Florida. Small amounts of jute and hemp are occasionally imported but are of little importance.

Commodities, Principally from Europe

Alcoholic beverages imported are principally Scotch whiskey from England and Scotland, with smaller amounts of wines from France and rum from Cuba. If reference is made to Appendix A, where the monthly amounts imported are presented, it will be noticed that: first, imports rose after September, 1949, when the British Pound Sterling was devalued from $4.03 to $2.80, and increasingly greater amounts of Scotch whiskey were imported (the small amounts of beverages previously imported were rum and wines); second, there is a definite indication of periodicity in the importation of alcoholic beverages. Scotch, wine, and rum were imported in greater quantities during October, November, and December, than in any other three-month period of each year. Alcoholic beverages are a relatively expensive commodity to stock, and are imported just before and during the tourist season in Florida when consumption is high.

The United Kingdom and France have been exporting small automobiles such as Anglias, Renaults, etc., to the United States, as a part of their program to acquire dollar exchange. Sales to Florida importers reached a peak during 1948, after which they declined until the summer of 1949, when they were practically at a standstill. After the British devaluation, imports increased considerably, because these automobiles could be imported at lower prices, thereby stimulating sales, the buyers of this type of automobile being very price conscious. Florida took 2 per cent of the nation's automobile imports in 1948, but increased its share to 5 per cent by 1950.

Agricultural machinery from the United Kingdom has not followed the trend in imports of automobiles, and imports of agricultural machinery by both the United States and Florida have decreased.

Iron and steel products were imported from Europe by all the major ports of Florida. These products fall into two classes. The iron and steel semi-manufactures is the most important and includes reinforcing bars, wire rod, and structural beams and shapes. This construction steel is used by the building industries of Florida. The other class of iron and steel manufactures is made up of cutlery, hardware, stoves, etc. There was also a small amount of iron and steel tinplate and terneplate scrap and waste imported by Miami from Cuba.

Imports of these semi-and-finished iron and steel products were small up until the beginning of 1950; but due to the shortage the United States has experienced since then, and the lowered price of Europe's exports, Florida's imports of these products expanded to four times their former value. The United States during the 36-month period of this study

followed the same trend as Florida in the importation of these products, though its imports only doubled, and Florida now accounts for 3 per cent of the total semi-and-finished iron and steel manufactures imported during 1950.

Only small quantities of cement were imported by Florida during 1948 and 1949, and absolutely none were imported during 1950 until the month of July. Yet, Florida's cement imports during the last 6 months of 1950 were of such a large value as to account to 5¼ per cent of the total cement imports of the United States during 1950.

There has been only one establishment producing cement in Florida, the General Portland Cement Company of Tampa, and it has never been able to satisfy Florida's cement requirements. Consequently, cement has always been brought from other states to meet Florida's needs. With the outbreak of the Korean War, however, and the looming shortage in building materials due to military requirements, Florida began to import large quantities of cement from Germany, the United Kingdom, and Belgium, and has continued to do so since then.

A factory has now been built near Flagler Beach, Florida, to produce annually approximately 526,400,000 pounds of cement from coquina shell and is scheduled to place its first cement on the market during January, 1953. In view of the fact that Florida's cement imports from abroad amounted to 312,827,000 pounds during 1950, it is possible that Florida's cement imports will decrease considerably, if not completely, once the factory at Flagler Beach begins to operate at its predicted capacity. Florida may continue, however, to import cement, for it received 1,270,170,000 pounds during 1950 by rail and water from other states,

less the quantities shipped to other states by the same means.[1] Any shortage, therefore, of cement in the nation will most likely force Florida to meet some of its cement requirements from abroad.

The Florida Legislature passed a bill in 1937 providing for a fee of 15 cents per 100 pounds for inspecting cements produced in foreign countries in order to discourage its importation; but the United States State Department opposed the law, for the United States had reduced the import duty on cement by 25 per cent in its reciprocal trade agreement with Belgium and regarded this action of Florida as an obstruction to its policy of encouraging trade. The State Department, assisted by the port authorities of Fort Lauderdale and Pensacola, succeeded in having the law declared unconstitutional and an injunction issued against its enforcement by a Federal Court in New Orleans.[2]

The coal tar products imported, to the extent of a million dollars in 1950, consist of creosote oil (creosol) which comes from the United Kingdom. Jacksonville brings in the largest quantities for lumber-treating plants in Jacksonville and Gainesville, for it is an effective wood preserver. Pensacola also imported some creosote oil for the same purpose.

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[1]Interstate Commerce Commission, Bureau of Transport Economics and Statistics, Tons of Revenue Freight Originated and Tons Terminated in Carloads by Groups of Commodities and by Geographic Areas—Class I Steam Railways (Washington: Government Printing Office, 1951), p. 5.

U. S. Department of the Army, Office of the Chief of Engineers, Annual Report of the Chief of Engineers U. S. Army 1951, Part 2 "Commercial Statistics," (Washington: Government Printing Office, 1951), pp. 636-757.

[2]Florida Research Bureau, Florida and Its Money (St. Augustine, Florida: The Record Company, 1938), p. 280.

Other Non-metallic Minerals and Products

There are other various non-metallic minerals imported in small quantities, though the only one of any importance is gypsum rock from Digwall, Nova Scotia, which is used by two plants in Jacksonville for the manufacture of plasterboard.

The non-metallic mineral products are made principally of clay products, which Jacksonville imports from Canada and the United Kingdom. (The souvenir brown clay ashtrays, mugs, plates, etc., sold at the local University of Florida Book Store, with the seal and name of the University, are from Canada.)

All Other Commodities

"All other commodities" with a code number of "I" consist of the same miscellaneous groupings as described for the corresponding export class; however, imports of such articles as photographic, musical, scientific, and athletic equipment were of minor importance. The only commodity of any large value during 1950 included in this class was copper and copper products.

Returned United States Products

The returned United States products are different kinds of machinery and machine tools returned temporarily for repair, re-sharpening, etc., from the Bahamas, Cuba, and the other Antilles. Only a very small part are actual rejects of United States merchandise. The only purpose of retaining this class of products in the tables of the study was in order that the figures might be comparable to those of other Census or Corps of Engineers tables.

Areas and Principal Countries of Trade

Florida's southern neighbor, Cuba, is by far the most important country trading with Florida. From the middle of the nineteenth century until the present, Cuba has been Florida's main source of imported goods; and since World War II it has become the principal country of destination of Florida's exports.

As a result of Cuba's proximity to Florida, trade between the two was certain to develop. Cuba, however, became much more important, through the years, as an exporter than as an importer, because Cuba supplied Florida with certain tropical foodstuffs which Florida did not produce, while Florida did not produce many of the commodities Cuba lacked and needed, mainly finished manufactures and foodstuffs of the temperate climates.

After World War II, with the re-establishment of the Florida-Havana Railroad Car Ferry Service between the ports of West Palm Beach and Havana, a link was actually forged between the railroad systems of the United States and Cuba. The other forty-seven states of the Union, thus, became a veritable "hinterland" of Florida from which could be brought the foodstuffs and manufactures Cuba wished to purchase. Within a year, Cuba began to shift a large part of its trade with the United States from the other Atlantic and Gulf ports to the port of West Palm Beach.

Cuba accumulated large dollar reserves during World War II, when it had a continuous active balance of trade with the United States, and as controls on the purchase and export of goods from the United States were lifted during the postwar period, Cuba increased its imports from

the United States. At the same time the American people, whose purchasing power was at an all-time high, provided Cuba with additional dollars due to increased imports of Cuban products.

The end result of the above factors was an increase of United States exports to Cuba from an average of $151 million a year during the war (1941-45) to $510 million in 1947, after which it declined until it rose again in 1950 to $456 million. Approximately one-fifth of this trade has been with and through Florida. As a result, Cuba accounted for 6.8 per cent of Florida's exports during 1950, and 4.6 per cent of the total export-import trade.

There is no specific type of commodities exported to Cuba. It simply takes the bulk of everything exported, except the commodities produced in Florida, such as phosphates, naval stores, citrus fruits, animal feeds, lumber, wood pulp, and paper. Imports from Cuba are similar to the type imported from the rest of the Antilles, Mexico, and Central America--tropical agricultural products. Cuba is, therefore, a part of Caribbean region in regard to Florida imports, but not its exports. The same applies to the Bahamas which imports large quantities of all types of commodities from Florida, but export only some vegetables and shellfish.

In any analysis and presentation of the foreign trade of Florida, it is best to segregate the trade with Cuba from the trade with other areas and countries, because (1) the Cuban trade is such a large proportion of the total Florida foreign trade, and (2) the commodities of the Cuban trade are of a different nature from the exports to, and the imports from, other nearby and faraway areas and countries. This also holds true

to a certain degree of the trade with the Bahamas.

The following table is presented, consequently, with a breakdown of Florida's trade by areas, in which Cuba and the Bahamas are designated as areas. The trade with the rest of Latin America has been subjected to further division in order that the various areas may be combined and recombined to form such regions as the Caribbean, southern North America, South America, etc. The north coast of South America may, thus, be combined with other areas to form a Caribbean region, or Latin America, or South America. It was deemed best to set up these special areas, for the usual breakdown by continents was not appropriate for Florida's trade.

Table 13 shows the 25 principal countries of destination of Florida's exports, and Table 14 the 25 principal countries from which Florida's imports originate. The most important commodities exported or imported from these countries during 1950 appear in Tables C and D of Appendix B where they are listed with their values and weights. If reference is made to these tables, it will be noticed that certain characteristics of the trade of Florida stand out in regard to sources and markets.

When the trade with Cuba and the Bahamas is dissociated from that of the rest of the Western Hemisphere, it becomes evident that the rest of the Western Hemisphere is mainly a source of Florida's imports, while the Eastern Hemisphere is mainly a market for Florida's exports. This is true of these areas, whether they are taken separately or together. Each one of the Western Hemisphere areas, except Cuba and the Bahamas, sends Florida a much larger percentage of its imports than it

TABLE 12

FLORIDA'S FOREIGN TRADE, BY AREA, DURING 1950, 1949, AND 1948

Area	Value			Percentage distribution		
	1950	1949	1948	1950	1949	1948
			EXPORTS			
Canada	$ 3,754,978	$ 2,116,278	$ 930,033	2.8	1.8	0.7
Bahamas & Bermuda	4,971,569	5,619,286	6,822,079	3.7	4.9	5.4
Cuba	86,009,655	70,440,608	90,795,655	64.8	61.3	73.8
Other Antilles	2,988,456	3,345,017	1,987,699	2.2	2.9	1.6
Mexico	421,993	728,647	136,790	0.3	0.6	0.1
Central America	1,934,956	2,887,009	2,944,457	1.5	2.5	2.4
North Coast of South America	2,641,876	4,425,980	2,319,357	2.0	3.9	1.9
West Coast of South America	372,302	105,826	215,188	0.3	0.1	0.2
East Coast of South America	702,515	639,376	373,856	0.5	0.6	0.3
Europe	24,065,409	18,968,291	10,818,352	18.1	16.5	8.8
Asia	4,254,026	2,266,626	1,358,322	3.2	2.0	1.1
Africa	695,505	3,289,549	4,592,440	0.5	2.9	3.7
Total	$132,786,240	$114,632,439	$123,094,228	100.0	100.0	100.0
			IMPORTS			
Canada	$ 9,702,026	$ 9,343,512	$ 5,718,742	9.3	11.6	6.9
Bahamas & Bermuda	812,031	817,178	874,270	0.8	1.0	1.1
Cuba	23,240,915	21,735,161	28,316,550	22.3	27.1	34.2
Other Antilles	6,878,133	3,615,623	4,973,580	6.6	4.5	6.0
Mexico	2,216,050	887,822	1,025,127	2.1	1.1	1.2
Central America	2,531,405	3,754,068	5,764,399	2.5	4.7	7.0
North Coast of South America	16,731,173	11,450,586	14,078,392	16.1	14.0	17.0
West Coast of South America	3,690,711	4,651,944	3,592,162	3.6	6.0	4.3
East Coast of South America	23,664,190	15,763,860	14,796,478	22.7	19.6	17.9
Europe	14,611,318	5,038,624	3,603,772	14.0	6.3	4.3
Asia	.....	55,612	46,000	....	0.1	0.1
Africa	9,633	.....	.....	....	...	...
Total	$104,095,585	$ 80,313,990	$ 82,789,832	100.0	100.0	100.0

TABLE 13

FLORIDA'S EXPORT TRADE, BY COUNTRY OF DESTINATION, DURING 1950, 1949, AND 1948

	Country of [illegible]	1950		1949		1948	
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
1.	Cuba	$ 86,009,655	751,668,471	$ 70,440,608	608,347,749	$ 90,795,655	577,155,104
2.	Norway	6,830,276	58,198,146	843,806	25,657,606	.....	.....
3.	Italy	5,680,731	915,440,161	1,069,209	128,852,813	1,902,221	421,961,010
4.	Bahamas	4,904,443	43,849,403	5,308,950	43,440,313	6,341,143	44,882,560
5.	Canada	3,754,778	410,722,903	2,116,274	342,509,958	930,033	264,501,643
6.	United Kingdom	3,195,070	225,340,461	1,940,752	207,758,358	1,854,185	168,338,920
7.	Netherlands	3,019,459	357,486,012	2,406,878	227,426,617	2,042,598	195,860,771
8.	Belgium	1,661,141	160,854,451	1,704,175	202,733,414	1,461,551	179,605,185
9.	Japan	1,546,505	598,015,374	550,905	260,463,746	.....	.....
10.	Netherlands Antilles	1,428,741	6,751,840	1,010,888	3,581,461	93,174	5,059,417
11.	Venezuela	1,423,784	11,447,604	3,767,906	20,547,764	1,363,362	7,980,656
12.	France	1,318,841	15,759,440	4,601,882	51,316,390	2,238,475	404,584,006
13.	Germany	1,283,024	173,481,758	3,426,384	307,097,262	461,277	47,402,639
14.	Nicaragua	1,098,949	8,041,804	2,010,970	12,220,488	1,690,738	10,910,164
15.	Colombia	1,069,648	13,018,520	644,896	14,781,295	949,104	14,894,389
16.	Philippines	794,731	6,217,345	427,987	11,319,991	.....	.....
17.	Brazil	655,809	29,752,172	510,927	19,026,962	230,979	23,989,596
18.	Haiti	624,458	8,511,876	849,817	11,483,326	524,010	4,148,856
19.	Formosa	508,322	74,249,943	821,500	511,500	146,450	113,550
20.	India	456,409	1,073,001	89,495	2,363,400	227,627	14,184,820
21.	Korea	455,935	22,394,200	269,731	44,446,080	.....	.....
22.	Mexico	421,993	23,602,669	728,647	23,223,447	136,790	20,744,180
23.	Jamaica	383,691	4,140,550	387,725	6,904,294	243,235	1,806,671
24.	Indonesia	363,266	5,381,142	50,923	751,263	524,295	7,658,073
25.	Union of South Africa	345,482	7,180,510	3,176,855	72,900,132	2,362,534	45,966,190
—	Algeria	.....	.....	.....	.....	2,208,206	35,138,755
—	All other countries	3,532,629	176,402,339	5,576,421	260,626,710	4,356,708	197,510,299
	Total	$132,786,230	4,107,198,915	$114,832,481	2,910,368,339	$123,094,228	2,631,237,751

TABLE 14

FLORIDA'S IMPORT TRADE, BY COUNTRY OF ORIGIN, DURING 1950, 1949, AND 1948

	Country of origin	1950		1949		1948	
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
1.	Cuba	$ 23,240,915	537,648,295	$ 21,735,161	485,909,270	$ 28,316,550	581,378,284
2.	Brazil	19,100,116	43,009,515	13,296,398	51,969,382	11,700,378	51,986,767
3.	Colombia	13,435,085	88,609,210	14,120,088	160,323,342	14,076,313	157,360,995
4.	Canada	9,702,026	650,446,447	9,343,512	713,365,843	5,718,742	476,644,488
5.	United Kingdom	4,648,584	216,968,266	1,884,546	45,132,377	1,620,183	35,816,595
6.	Netherlands Antilles	6,134,574	808,242,421	365,449	69,132,270	1,220,882	268,167,233
7.	Belgium	3,832,150	179,774,966	751,326	34,504,531	212,542	14,233,307
8.	Argentina	3,497,644	44,522,209	1,728,138	26,615,555	2,128,772	10,908,974
9.	Chile	3,349,784	175,157,427	4,730,227	252,018,836	3,992,462	226,283,695
10.	Venezuela	3,284,062	96,895,312	328,440	5,200,912	.....	.....
11.	Germany	3,043,810	321,932,539	89,026	7,235,451	144,126	15,150,104
12.	Mexico	2,216,090	55,579,495	887,822	21,771,037	1,025,187	52,112,559
13.	Haiti	2,028,111	36,139,712	2,216,058	37,232,273	2,698,937	68,759,800
14.	Netherlands	1,425,580	60,782,277	613,329	27,784,291	262,453	12,446,884
15.	Uruguay	1,066,390	4,874,164	539,150	2,360,910	967,328	3,773,606
16.	Nicaragua	1,028,228	47,432,322	1,036,792	39,097,888	934,882	40,106,713
17.	Bahamas	812,031	6,357,102	815,681	4,434,474	856,328	6,649,976
18.	Finland	628,756	13,960,092	742,982	17,548,791	406,882	9,383,040
19.	Guatemala	590,422	13,856,412	1,127,359	45,022,813	2,055,394	56,564,660
20.	France	552,007	10,324,324	77,901	370,415	557,103	1,777,126
21.	Costa Rica	510,321	17,406,534	1,000,404	39,564,715	1,202,472	60,311,682
22.	Ecuador	342,144	13,730,840	48,099	1,515,992	.....	.....
23.	Trinidad	318,025	73,138,981	.....	.....	.....	.....
24.	Dominican Republic	299,425	15,260,312	493,645	26,041,796	958,663	35,427,756
25.	Honduras	253,662	10,502,173	454,176	17,557,661	742,771	22,541,254
—	All other countries	795,642	29,739,053	1,888,681	58,621,239	1,270,482	47,204,562
	Total	$104,095,565	3,610,290,598	$ 80,313,990	2,188,332,288	$ 82,789,832	2255,010,002

receives of its exports; and if these areas are combined, they account for 62.8 per cent of the exports during 1950, while only 9.7 per cent of the imports.

Europe, Asia, and Africa took 21.8 per cent of Florida's exports, which was more than twice the percentage received by the above Western Hemisphere areas; but these three continents of the Eastern Hemisphere sent Florida only 14 per cent of its imports, less than one-fourth as much as the Western Hemisphere, excluding Cuba and the Bahamas.

When the trade of Cuba and the Bahamas is added to that of the rest of the Western Hemisphere, the Western Hemisphere in its entirety accounts for 70.2 per cent of the 1950 export trade of Florida, and the Eastern Hemisphere thus loses importance as a Florida export market.

Besides Cuba and the Bahamas, there is no other country of importance in Florida's trade among the other Antilles and southern North America, except the Netherlands Antilles, which, during 1950, rose to sixth place among the countries of origin of exports due to large shipments of residual fuel oil. Whether or not it will remain so depends upon whether Florida continues to import this petroleum product from there, or turns again to sources in the United States.

Colombia, on the north coast of South America, ranked second among the countries of origin during 1948 and 1949; but fell to third place in 1950 when exports of bananas to Florida decreased; and Brazil shipped relatively greater amounts of coffee, owing to its rise in price.

Brazil, thus, became Florida's second largest source of imports, rather one import, coffee, as the only other commodity of any value received from Brazil was a few hides and skins. Argentina and Uruguay,

the other countries on the east coast of South America, supplied Florida with canned beef and were eighth and fifteenth as sources of Florida's imports. These three South American countries are of little importance in Florida's export trade, for Argentina took only $1,405 of Florida's exports, Uruguay $45,221, and Brazil $665,809, during 1950.

Chile followed Argentina as the next principal country of origin with its large exports of fertilizers to Florida, and, like Argentina, took only negligible amounts of exports. This also holds true for Ecuador, also on the east coast of South America with Chile, which sends bananas but imports hardly anything from Florida.

Canada, frequently termed northern North America in regional and continental presentations of United States trade, is the only other country of the Western Hemisphere, besides Cuba, which is a leading country in the export as well as the import trade of Florida. Canada is more important, though, as a source of imports, sending Florida newsprint paper, lumber, and potatoes which amounted to 9.3 per cent of Florida's imports.

Eighteen per cent of all exports during 1950 went to Europe, where the second, third, sixth, seventh, and eighth ranking countries in Florida's export trade during 1950 are located. Most significantly, these countries took large quantities of naval stores, phosphates, wood pulp, and animal feeds, making Europe the principal market area for Florida-produced goods sold abroad.

Europe supplies Florida with automobiles, chemical products, structural steel, cement, whiskey, and potassic fertilizers. Yet, in comparison with Florida's import trade from other areas, Europe is not

important as a source of imports because the finished manufactures it produces are competitive to many produced in the United States.

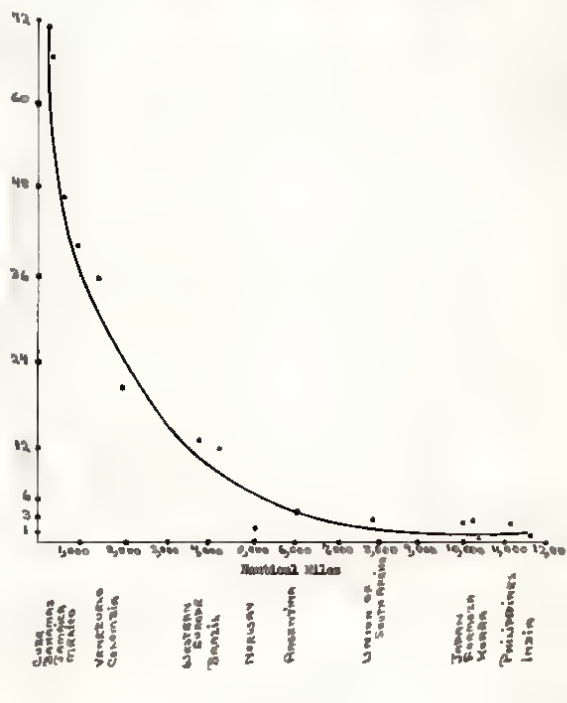
Asia buys large amounts of phosphates from Florida and some advanced iron and steel manufactures. Prior to World War II, this area received a much larger proportion of Florida's exports due to large shipments of scrap iron and metal manufactures to Japan for its armament programs, as well as phosphate for its agriculture. Japan's defeat and its inability to finance large imports after the war, however, have prevented it from increasing its imports of phosphate to the former level. Despite this, Japan was ninth among the destinations of Florida's exports. Small quantities of tobacco were received from the Philippines in 1948 and 1949, otherwise very little was imported from that part of the world because no direct ship lines between Florida and the Far East had been established during the period covered by this study.

Diversity of Trade and Distance of Countries

A definite characteristic of the export trade of Florida is an inverse correlation between the distance of a country from Florida and the diversity of commodities exported to it. The shorter the distance to a country from Florida, the greater is the number of different commodities exported to it by Florida. The more distant a country is, the smaller the number of different commodities exported to it.

This relationship is described best by a simple curvilinear correlation shown in the following graph, where diversity is greatest when exporting to Cuba and the Bahamas, decreasing rapidly when exporting to the Greater Antilles, Central America, and the north coast of South America,

THE RELATIONSHIP OF THE DISTANCE OF COUNTRIES FROM FLORIDA AND THE DIVERSITY OF COMMODITIES EXPORTED TO THEM, 1950



decreasing slowly after exporting to Western Europe and Brazil; and smallest when exporting to the Far East.

The number of different commodity classes exported to the Antilles and Central American countries trading with Florida ranged from 23 to 72, but very few of these are included in Table C of Appendix B because most of the many different commodities were exported in small quantities to these countries.

There is no such relationship between diversity and distance in the import trade of Florida, nor in the export or import trade of the United States.

One must not be led to believe, by looking at the graph, that there is a definite degree of correlation between diversity and distance in this case. What actually exists is a tendency for fewer and fewer different commodities to be exported to a country, the farther away it is from Florida. A definite degree of correlation cannot be computed for this case, because the variable of "distance" cannot be satisfactorily determined due to the many different sea routes that exist to the same country. Furthermore, the exact distance may depend upon whether the exports go by tramp or liner and which ports they are sent to in the case of such countries as Canada and Brazil, which have important ports separated by large distances. The distances presented in the graph are those to the main ports of these countries along the most direct sea route, but it is not known whether all or part of the shipments of Florida's commodities are sent along these routes.

Furthermore, the exact degree of diversity for each country is not known, because some of the commodity classes, such as "other chemicals

and products," "other non-metallic minerals and products," and "miscellaneous inedible animal products," include more diverse commodities than, for example, canned meat products, lumber, flour, rice, etc.

The fact that it is not possible to ascertain the exact distance and degree of diversity does not weaken the validity of their correlation for even the more diverse classes of commodities are found among the exports to the nearest countries, and the less diverse classes among those farthest away.

The value of total exports to a country has nothing to do with the diversity of trade. For example, Norway, which was the second leading country of destination, imported only one commodity, while the exports to Jamaica, which was the twenty-third, fell into more than sixty different commodity classes.

In reference to the correlation, it can also be stated that during the first 2,000 miles, when the diversity of commodity trade is decreasing rapidly, the exportation of non-Florida products is also diminishing at a high rate; and, during the last 4,000 miles, when diversity is slowly disappearing, the exports are being confined solely to Florida-produced commodities.

The regression curve, therefore, offers a fairly accurate description of the export trade of Florida. It describes the diverse exports from Florida to the Caribbean countries when it is falling rapidly; the moderately diverse exports of Florida and non-Florida products to Western Europe and Brazil, as the slope decreases; and the export of two or three Florida-produced commodities to southern South America, South Africa, and the Far East, when it is leveling off.

CHAPTER III

FLORIDA'S PORTS

Continental Ports

The ports located in north and northwest Florida are referred to as the "continental ports" in this study, in order to dissassociate them from the ports on the peninsula; and the two groups of ports are discussed separately, for they differ by more than geographic location.

A table with the trade of the main ports on the Atlantic and Gulf coasts is presented for comparison with the exports and imports of all the ports of Florida. Another table with the intransit trade of Florida's ports is included. Tables are presented for each port, showing the principal countries they trade with, and the commodities they export and import. More detailed tables are included in the Appendices.

Jacksonville

The port of Jacksonville is located at the extreme eastern end of continental Florida, twenty-two miles up the St. Johns River from the Atlantic Ocean. Most of its exports and imports originate and terminate in northern Florida and southern Georgia within a radius of approximately two hundred miles from the port.[1] The area within this radius is usually

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[1]W. H. Coverdale, W. W. Colpitts, and Staff, Port and Industrial Survey of Jacksonville, Florida (New York: Coverdale and Colpitts, 1945), p. 60. (Mimeographed).

TABLE 15

FLORIDA'S FOREIGN TRADE, BY PORT, DURING 1950, 1949, 1948

Port	1950		1949		1948	
	Value	Weight (lbs.)	Value	Weight (lbs.)	Value	Weight (lbs.)
EXPORTS						
1. West Palm Beach	$ 67,812,096	517,278,918	$ 54,972,798	405,332,041	$ 68,270,186	346,427,748
2. Tampa	18,470,290	2,768,142,066	10,655,940	1,344,640,669	8,916,551	998,649,671
3. Miami	16,814,241	72,809,782	15,770,060	82,376,234	15,857,047	77,880,841
4. Jacksonville	14,297,368	253,562,947	9,533,866	215,826,993	8,209,079	138,042,939
5. Panama City	8,006,252	76,427,241	10,261,363	159,034,009	4,257,603	52,078,983
6. Pensacola	5,924,306	100,306,333	10,041,777	176,047,944	16,604,015	789,904,649
7. Fernandina	1,366,091	15,386,020	509,871	30,745,820	395,278	61,225,690
8. Boca Grande	1,019,894	280,016,910	1,611,823	462,479,152	843,656	239,726,720
9. Port Everglades	908,222	13,460,205	1,083,604	7,307,836	825,562	11,617,469
10. Port St. Joe	291,479	5,698,781	223,035	6,094,334	904,595	16,238,454
11. Key West	275,847	609,742	166,352	485,507	8,396	24,370
12. St. Petersburg					200	20,000
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
IMPORTS						
1. Jacksonville	$ 53,410,115	1,331,558,217	$ 35,749,367	887,812,552	$ 33,532,405	806,826,410
2. West Palm Beach	16,741,587	287,423,284	15,732,537	193,206,375	14,926,225	215,014,720
3. Miami	15,309,909	684,465,131	12,955,148	343,488,555	12,791,297	345,798,598
4. Tampa	11,595,285	579,757,781	9,769,721	297,244,055	12,143,549	252,059,984
5. Port Everglades	3,809,586	514,952,115	1,828,487	229,334,824	4,771,815	365,654,131
6. Pensacola	1,585,480	69,447,701	2,084,196	99,676,696	3,125,350	172,876,847
7. Panama City	1,474,296	117,054,404	2,040,404	106,301,303	1,273,993	80,750,100
8. Port St. Joe	135,465	27,888,903	.....	.....	.....	.....
9. Key West	23,581	551,011	154,090	31,265,928	155,297	16,151,678
10. St. Petersburg	261	[illegible]	.....	.....	[illegible]	[illegible]
Total	[illegible]	[illegible]	$ 80,313,990	[illegible]	$ 82 [illegible]	[illegible]

TABLE 16

THE FOREIGN TRADE OF FLORIDA'S PORTS DURING 1951

Port	Value - $ -	Weight (lbs.)
	EXPORTS	
1. West Palm Beach	$ 96,566,744	638,699,568
2. Jacksonville	31,353,028	425,956,860
3. Miami	23,072,959	117,516,486
4. Tampa	17,194,528	2,977,330,459
5. Pensacola	12,835,588	185,570,495
6. Panama City	3,086,830	74,127,957
7. Port St. Joe	2,094,561	21,872,166
8. Fernandina	1,782,115	16,020,850
9. Port Everglades	1,235,161	334,716,266
10. Boca Grande	1,227,826	356,734,057
11. Apalachicola	1,047	13,575
Total	$190,150,392	5,140,341,039
	IMPORTS	
1. Jacksonville	$ 61,468,227	1,520,356,553
2. West Palm Beach	23,071,723	295,264,039
3. Miami	19,720,629	653,507,601
4. Tampa	14,263,578	605,823,321
5. Port Everglades	8,822,512	580,170,711
6. Pensacola	3,749,397	163,221,001
7. Panama City	2,310,472	134,500,189
8. Key West	43,785	698,160
9. Apalachicola	3,971	84,226
Total	$134,248,295	3,953,626,891

TABLE 17

THE INTRASTATE TRADE OF FLORIDA BY PORT, DURING 1950

	Port	Value	Weight (lbs.)
		OUTBOUND SHIPMENTS	
1.	Port Everglades	$1,497,790	133,619,205
2.	Jacksonville	329,353	1,139,387
3.	Miami	314,170	3,234,551
4.	West Palm Beach	216,625	1,901,163
5.	Tampa	121,677	680,723
6.	Pensacola	34,500	74,250
7.	Panama City	31,054	121,139
	Total	$2,545,169	139,171,298
		INBOUND SHIPMENTS	
1.	West Palm Beach	$1,866,871	14,686,875
2.	Miami	409,128	5,842,032
3.	Port Everglades	82,190	32,876,032
4.	Tampa	21,364	250,511
5.	Jacksonville	4,022	74,320
	Total	$2,383,574	53,769,840

TABLE 18

THE AVERAGE MONTHLY VALUE OF THE FOREIGN TRADE OF THE CUSTOMS DISTRICTS OF THE UNITED STATES, AND THE PRINCIPAL PORTS OF THE ATLANTIC AND GULF STATES, DURING 1950, 1949, AND 1948

Customs District and Port	In Thousands of Dollars 1950	1949	1948
EXPORTS			
U.S. Monthly Average	591.4	696.5	739.0
North Atlantic Coast Districts	326.9	427.5	472.4
MAINE & NEW HAMPSHIRE	0.7	0.9	0.4
Portland	0.5	0.8	0.2
Eastport	0.1	0.1	0.2
MASSACHUSETTS	5.4	6.2	6.0
Boston	5.3	6.1	5.9
Fall River	...	...	...
RHODE ISLAND	...	0.1	...
Providence	...	0.1	...
CONNECTICUT	...	...	...
Bridgeport	...	...	...
New Haven	...	...	...
New London	...	...	...
NEW YORK	256.4	331.9	372.7
New York	254.6	328.9	360.6
Albany	1.9	3.0	4.1
PHILADELPHIA	18.3	25.6	29.8
Philadelphia, Pa.	14.4	22.0	24.5
Chester, Pa.	2.4	2.7	4.8
Wilmington, Del.	...	0.3	0.6
Paulsboro, N. J.	1.2	0.6	0.5
Camden, N. J.	...	...	...
Gloucester City, N. J.	...	...	...
Marcus Hook, Pa.	0.2	...	...
Other	...	...	...
MARYLAND	22.7	32.9	28.8
Baltimore	22.7	32.9	28.8
Other	....	....	....

TABLE 18—Continued

Customs District and Port	In Thousands of Dollars 1950	1949	1948
VIRGINIA	23.3	29.9	34.7
Norfolk	11.5	14.5	16.8
Newport News	11.8	15.4	17.9
Richmond	....	....	....
Alexandria	....	....	....
South Atlantic Coast Districts	17.6	15.4	15.3
NORTH CAROLINA	1.2	1.6	1.5
Wilmington, N.C.	1.2	1.6	1.5
Morehead City	...	...	...
SOUTH CAROLINA	4.8	4.7	4.2
Charleston	4.4	4.7	4.2
Georgetown	0.4	...	...
GEORGIA	3.3	2.3	2.5
Savannah	3.3	2.3	2.5
FLORIDA	10.8	9.5	9.7
Jacksonville	1.2	0.8	0.7
Miami	1.4	1.3	1.2
West Palm Beach	5.6	4.6	5.1
Port Everglades	0.2	0.1	0.1
Gulf Coast Districts	163.7	172.9	177.2
FLORIDA (Continued)			
Tampa	1.5	0.9	0.7
Pensacola	0.3	0.8	1.4
Boca Grande	0.1	0.1	0.1
Panama City	0.3	0.9	0.4
Port St. Joe	...	...	...
MOBILE	3.9	3.8	6.8
Mobile, Ala.	3.8	3.4	5.2
Gulfport, Miss.	0.1	0.5	1.5
NEW ORLEANS	65.6	67.5	73.0
New Orleans, La.	62.3	65.8	70.6
Baton Rouge, La.	1.3	1.1	2.2
Port Sulphur, La.	0.5	0.6	0.2
Other	1.4	...	...

TABLE 18—Continued

Customs District and Port	In Thousands of Dollars 1950	1949	1948
SABINE	8.1	11.8	14.1
Port Arthur, Texas.	2.8	6.8	8.6
Beaumont, Texas	1.8	1.2	2.3
Lake Charles, La.	3.5	3.7	3.1
GALVESTON	82.7	84.7	79.7
Galveston, Texas.	42.7	41.9	38.0
Houston, Texas.	36.2	36.3	36.3
Freeport, Texas	0.1	0.1	0.2
Corpus Christi, Texas	3.6	5.6	4.0
Texas City, Texas	0.1	0.8	1.3
LAREDO	1.0	2.2	0.9
Brownsville, Texas.	1.0	2.2	0.9
South Pacific Coast Districts	43.4	46.8	37.2
North Pacific Coast Districts	12.1	14.1	15.6
Great Lakes District	25.2	19.0	21.0
U.S. Territories & Possessions	2.5	0.9	1.0

IMPORTS

U.S. Monthly Average	562.6	413.7	433.1
North Atlantic Coast Districts	408.9	292.3	321.7
MAINE & NEW HAMPSHIRE	1.6	1.1	1.4
Portland	0.9	0.6	1.0
Eastport	0.1	0.2	0.2
MASSACHUSETTS	50.1	28.6	32.6
Boston	48.6	28.0	32.0
Fall River	0.8	0.4	0.3

TABLE 18--Continued

Customs District and Port	In Thousands of Dollars		
	1950	1949	1948
RHODE ISLAND	0.9	0.8	1.2
Providence	0.8	0.8	1.2
CONNECTICUT	1.5	0.5	0.6
Bridgeport	0.3	0.1	...
New Haven	0.6	0.3	0.5
New London	0.6	0.1	...
NEW YORK	267.9	194.3	219.3
New York	267.1	193.8	216.1
Albany	0.7	0.5	0.5
PHILADELPHIA	52.9	37.0	36.7
Philadelphia, Pa.	39.3	31.5	32.8
Chester, Pa.	....	2.9	2.3
Wilmington, Del.	0.6	1.0	1.3
Paulsboro, N. J.	6.8	1.5	0.7
Camden, N. J.	0.9	0.1	...
Gloucester City, N.J.	0.5	0.1	...
Marcus Hook, Pa.	4.2	...	...
Other	0.6	...	...
MARYLAND	21.8	20.7	20.5
Baltimore	21.7	20.7	20.5
Other	0.1	....	....
VIRGINIA	9.4	9.3	9.4
Norfolk	6.6	5.9	6.7
Newport News	2.1	2.7	0.2
Richmond	0.3	0.3	0.3
Alexandria	0.4	0.4	0.3
South Atlantic Coast Districts	16.9	11.2	12.4
NORTH CAROLINA	0.8	0.6	0.8
Wilmington, N.C.	0.7	0.5	0.5
Morehead City	0.1	...	0.1
SOUTH CAROLINA	4.4	1.3	1.3
Charleston	4.4	1.3	1.3
GEORGIA	4.1	3.8	3.9
Savannah	4.1	3.8	3.8
FLORIDA	8.3	6.7	7.0
Jacksonville	4.5	3.0	2.8

TABLE 18—Continued

Customs District and Port	In Thousands of Dollars		
	1930	1929	1928
Miami	1.3	1.1	1.1
West Palm Beach	1.4	1.3	1.3
Port Everglades	0.4	0.2	0.4
Gulf Coast Districts	57.8	59.6	53.3
FLORIDA (Continued)			
Tampa	1.0	0.8	1.0
Pensacola	0.1	0.2	0.3
Boca Grande	...	...	...
Panama	0.1	0.2	0.1
Port St. Joe	...	...	...
MOBILE	4.1	2.5	2.8
Mobile, Ala.	3.6	2.0	2.6
Gulfport, Miss.	0.5	0.5	0.2
NEW ORLEANS	42.6	35.6	36.0
New Orleans, La.	41.7	35.3	35.8
Baton Rouge, La.	0.3	0.3	0.2
Port Sulphur	...	...	...
Other	0.5	...	...
SABINE	0.3	2.6	0.8
Port Arthur	0.1	2.4	0.6
Beaumont	0.1	0.1	...
Lake Charles	0.1	0.1	0.2
GALVESTON	17.8	17.1	11.4
Galveston	6.0	8.1	4.5
Houston	10.2	8.0	6.2
Freeport	0.3	...	...
Corpus Christi	1.0	0.8	0.5
Texas City	0.3	0.2	0.2
LAREDO	0.9	0.6	0.9
Brownsville	0.9	0.6	0.9
North Pacific Coast Districts	42.6	29.8	29.7
North Pacific Coast Districts	9.1	6.5	6.7
Great Lakes Districts	11.8	11.4	7.8
U. S. Territories & Possessions	3.1	2.0	2.6

called the "tributary" territory of the port. Jacksonville has been so successful in drawing the products imported to, and exported from, this area that it has deprived Fernandina, Florida, and Brunswick, Georgia to the north of it, and St. Augustine to the south, of their foreign trade.

Actually, some of the commodities exported and imported by the port of Jacksonville are distributed to, or received from, as far west as the Mississippi River, but the traffic of this larger hinterland is on a competitive basis with other ports in the Southeast, such as Mobile, Pensacola, Savannah, and Charleston.

The import trade of Jacksonville is, at present, of much more value than its export trade, for there has been a downward trend in exports from the port during the last thirty years, due to diminished shipments of phosphates, cotton, and logs which were the main commodities exported from the port in the past. Furthermore, since World War II there has been a rising trend in Jacksonville's imports, as a result of the large coffee trade of the port and its increased trade with Europe.

The value of Jacksonville's coffee imports alone was greater than all the imports of any other port in Florida, and they constituted two-thirds of the value of Jacksonville's total imports during the three years of this study. The rise in the price of this commodity contributed in part to the upward trend in the value of Jacksonville's imports, but this was not the only cause.

If reference is made to the table on the trade of Jacksonville by commodity, it can be seen that the commodities such as automobiles, iron and steel products, potassic fertilizers, alcoholic beverages, etc., from

TABLE 19

THE FOREIGN TRADE OF JACKSONVILLE, BY MONTH, DURING 1950, 1949, 1948

Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
EXPORTS						
January	$ 748,714	17,573,954	$ 479,793	8,303,963	$ 1,643	4,207
February	977,563	16,394,961	599,139	10,025,782	1,106	81,124
March	911,193	21,134,272	650,420	11,990,527	-----	------
April	756,381	14,104,217	775,913	13,583,296	592	112,104
May	935,332	20,021,980	1,150,130	27,121,877	-----	------
June	1,063,898	23,260,724	962,134	20,005,941	2,305,576	37,956,989
July	840,040	17,542,771	531,272	10,781,515	2,428,284	40,849,456
August	742,897	13,869,707	855,868	19,195,966	380,931	7,127,831
September	1,122,845	18,347,605	523,046	11,447,628	383,996	8,171,016
October	1,751,815	26,681,578	607,782	10,818,774	662,148	12,797,737
November	2,009,477	27,437,365	977,755	20,567,445	1,044,988	17,459,718
December	2,437,213	37,353,813	1,400,594	31,983,869	795,715	13,182,757
Total	14,297,368	253,562,947	$ 9,533,866	215,826,993	$ 8,209,079	138,042,939
IMPORTS						
January	$ 3,836,771	113,231,316	$ 3,303,632	97,212,662	$ 2,359,226	96,305,048
February	2,830,757	100,461,549	3,852,465	44,842,426	3,344,002	65,210,592
March	3,373,301	133,977,382	3,052,765	57,603,695	2,478,597	58,972,185
April	6,024,581	98,347,417	2,405,912	18,395,130	2,162,597	60,784,206
May	4,143,665	140,170,732	1,506,461	90,359,998	1,797,443	65,289,286
June	3,174,849	130,357,010	2,485,115	50,336,481	2,358,434	56,874,722
July	3,990,191	108,457,980	2,169,568	113,202,154	3,082,564	79,813,259
August	6,687,648	65,249,462	3,689,456	119,270,407	2,962,872	58,072,349
September	4,565,784	105,073,307	2,405,877	47,346,587	1,682,486	71,528,701
October	4,113,714	116,270,880	2,318,573	57,740,174	3,728,778	67,210,284
November	5,077,950	65,301,175	4,277,240	76,512,981	4,176,337	68,097,448
December	5,568,884	151,660,387	4,282,004	114,790,067	3,198,843	48,568,330
Total	$ 53,410,115	1,331,558,217	$ 35,749,367	887,812,552	$ 33,533,405	806,826,410

TABLE 20

THE PRINCIPAL COUNTRIES TRADING WITH JACKSONVILLE, IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (lbs.)
		EXPORTS	
1.	Cuba	$ 1,914,540	55,042,109
2.	United Kingdom	1,660,097	25,552,573
3.	Italy	1,599,499	21,705,899
4.	Netherlands	1,528,549	21,246,220
5.	Bahamas	1,185,599	15,886,771
6.	Belgium	830,014	12,001,734
7.	Colombia	819,433	8,500,304
8.	Germany	646,160	9,797,012
9.	Brazil	532,282	13,992,073
10.	Indonesia	363,266	5,541,112
11.	Mexico	340,941	3,513,715
12.	France	310,559	271,902
13.	Liberia	289,252	12,874,655
14.	Formosa	277,042	8,008,743
15.	Haiti	257,319	5,846,123
16.	Yugoslavia	242,941	6,630,373
17.	Venezuela	200,699	2,139,435
18.	Chile	199,051	2,198,777
19.	Norway	159,666	4,500,257
20.	Canal Zone	159,100	2,337,574
—	All others	778,141	15,135,556
	Total	$ 14,297,368	253,582,947
		IMPORTS	
1.	Brazil	$ 19,100,116	43,009,513
2.	Colombia	11,519,396	25,927,642
3.	United Kingdom	3,531,750	79,051,031
4.	Canada	3,179,130	476,087,378
5.	Venezuela	3,168,292	66,851,759
6.	Argentina	2,760,261	20,396,266
7.	Belgium	1,254,339	45,603,628
8.	Germany	1,239,199	103,041,505
9.	Cuba	1,162,832	52,313,912
10.	Netherlands Antilles	1,102,051	223,507,143
11.	Uruguay	1,030,130	4,727,091
12.	Netherlands	976,592	33,100,948
13.	Chile	730,689	37,114,300
14.	Haiti	716,348	8,205,239
15.	Mexico	591,331	12,807,881
16.	Guatemala	440,925	8,325,110
17.	Trinidad	318,085	73,138,981
18.	Finland	220,201	4,779,995
19.	France	194,746	3,370,565
20.	Spain	106,456	7,980,000
—	All others	64,086	1,928,104
	Total	$ 53,110,115	1,331,160,217

Europe were among those contributing to the rising imports of the port. As previously explained, the importation of these commodities from Europe increased (1) after the devaluation of the European currencies during September, 1949, and (2) after the beginning of the Korean War. Jacksonville has been the main port handling these increased imports from Europe.

There definitely seems to be a greater centrifugal force in the movement of goods in the surrounding region of this port than a centripetal force, for even in the domestic waterborne trade, receipts of foodstuffs, petroleum products, and chemical products are much greater than any shipments from the port.

The export trade of the port is composed principally of naval stores, lumber, wood pulp, mixed fertilizers, and animal feeds, the bulk of which goes to Europe. Jacksonville's exports are, therefore, the result of the port's strategic location in the midst of a region producing such commodities, and not any advantageous freight rate adjustments for the port, or proximity to any particular country. Jacksonville, however, does export a great deal of various consumer goods to the Bahamas, which are only a relatively short distance from the port.

The port of Jacksonville has the most extensive facilities available in Florida for handling waterborne traffic, and during World War II it expanded its export trade much more than that of any other port in Florida as a result of its ability to accommodate augmented traffic necessitated by the war effort. There is considerable heritage space, equipment for the loading and unloading of cargoes, warehouses and other storage facilities, bunkering facilities, marine repair plants, and floating

equipment at the port. In case, therefore, large quantities of materials and equipment will have to be shipped in and out of Florida in the future, they will undoubtedly move through Jacksonville.

Fernandina

Fernandina, twenty-two and one-half miles to the north of Jacksonville, enjoys the same import and export rates in effect between the interior and the important South Atlantic ports, but it lost its formerly large foreign trade in naval stores to Jacksonville during the 1920's and has never regained it. Fernandina's present export trade is with France, the United Kingdom, and Cuba, to which the port exports small quantities of so-called boulder or hard rock phosphate mined in Marion County, and wood pulp produced by the mills located in Fernandina.

Pensacola

The port of Pensacola is located at the other extreme end of continental Florida, and, like Jacksonville, its export trade expanded greatly during World War II, when cotton, coal, wheat, flour, and other commodities of the Middle West moved through the port.

Pensacola's harbor has the reputation of being the best natural deepwater harbor on the Gulf of Mexico[1] and is actually closer to the Tennessee and Lower Ohio valleys than the Atlantic ports. Consequently, whenever exports to Europe from the region increase abnormally, a large part of them are routed through Pensacola, and the value of exports from Pensacola reached a peak of $28,956,946 in 1946, when shipments under the

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[1]Campbell, op. cit., p. 51.

TABLE 21

THE FOREIGN TRADE OF FERNANDINA, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
EXPORTS						
January	$	.....	$	.....	$	.....
February	299,822	4,071,470	51,800	12,544,000	.....	.....
March	30,004	384,710	.....	.....	4,920	1,344,000
April	95,694	1,276,730	98,966	1,055,430	40,950	10,192,000
May	170,436	2,146,750	.....	.....	43,000	11,200,000
June	109,366	1,356,400	.....	.....	49,500	12,320,000
July	50,954	600,240	.....	.....	55,980	13,932,800
August	.....	.....	123,796	14,143,050	.....	.....
September	34,353	384,870	174,117	2,186,140	21,506	5,208,000
October	.....	.....	.....	.....	21,506	5,208,000
November	246,356	2,291,410	.....	.....	155,916	1,820,890
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	1,366,091	15,386,020	$ 509,871	30,745,620	$ 395,278	61,225,690
IMPORTS						
January	$	.....	$	.....	$	.....
February	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....
April	.....	.....	.....	.....	.....	.....
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	.....	.....	.....	.....	.....
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

European relief programs were being sent through the port. After that peak, they slowly declined until the summer of 1950 when they began to rise again.

The value of exports totaled only $4,000,000 in 1950; and the greater part of these moved out during the latter part of 1950, while they rose to approximately $13,000,000 during 1951 as exports to Europe began to increase. This clearly brings out the fact that traffic through the port is substantial only when there is an intense movement of commodities from its hinterland to Europe. There is always vigorous competition for this traffic on the part of Mobile and New Orleans on the Gulf, and Baltimore, Norfolk, and Newport News on the Atlantic, and Pensacola's competitors have been more successful in retaining their traffic, when exports from this hinterland have decreased.

The hard core of Pensacola's export trade is with the Caribbean countries, even though the bulk of its exports in the postwar period went to Europe, and when exports reached their lowest point in 1950, nearly all that remained was its trade with Cuba.

Pensacola's import trade is mainly with Central and South America, and never has been nearly as important as its export trade. Since 1947, the port has been unfavorably affected by a divergence between the level of rates for freight moving within the state of Alabama, and that for freight transported across the Alabama state line.

When the United States Interstate Commerce Commission began to grant relief to the railway carriers after World War II from rising costs of operation, by permitting them to raise their rates for interstate

TABLE 22

THE FOREIGN TRADE OF PENSACOLA, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
EXPORTS						
January	$ 104,352	2,842,780	$ 1,082,299	19,090,082	$ 1,689,470	199,560,979
February	125,979	2,397,319	1,219,399	19,963,865	1,885,162	114,492,760
March	29,340	870,000	998,934	20,222,876	1,265,580	86,988,165
April	192,530	4,979,061	780,527	11,707,979	1,264,116	70,616,654
May	295,852	13,769,706	476,259	7,601,442	2,375,227	67,678,142
June	409,236	6,979,676	2,280,887	30,443,547	1,515,291	110,358,153
July	259,084	8,741,154	985,888	11,681,697	1,177,240	64,031,038
August	398,838	12,552,909	620,152	5,865,145	1,176,119	31,088,111
September	279,360	3,979,715	596,136	13,039,993	512,990	4,524,102
October	487,134	18,745,382	831,655	17,670,076	759,283	6,476,823
November	361,542	7,288,092	509,676	7,689,001	1,468,066	13,421,258
December	278,659	17,400,539	249,265	11,072,341	1,315,231	20,648,480
Total	$ 3,924,596	100,246,333	$ 10,041,777	176,047,344	$ 16,604,015	789,904,665
IMPORTS						
January	$ 120,686	6,478,236	$ 255,301	14,280,000	$ 458,890	30,092,854
February	14,575	401,206	301,309	15,475,471	134,380	7,648,404
March	22,246	1,384,349	888,630	15,131,754	365,097	82,865,419
April	70,133	1,970,568	1,192	7,990	160,289	12,445,320
May	172,265	5,799,547	280,300	11,901,972	66,025	717,624
June	323,862	16,770,039	110,183	4,762,067	373,802	14,966,841
July	178,784	6,493,224	109,339	5,418,200	287,187	12,461,825
August	31,963	634,000	195,489	7,715,090	179,285	8,307,710
September	59,204	4,520,502	86,422	3,743,380	199,454	10,769,613
October	189,905	7,318,320	301,011	15,905,541	320,791	19,370,755
November	239,221	11,192,225	131,471	7,321,180	549,210	32,653,832
December	162,496	6,485,285	23,549	410,011	31,000	976,450
Total	$ 1,585,490	69,447,701	$ 2,084,196	99,676,696	$ 3,125,350	172,676,647

TABLE 23

THE PRINCIPAL COUNTRIES TRADING WITH NICARAGUA, IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (Lbs.)
		EXPORTS	
1.	Cuba	$ 2,850,617	73,736,497
2.	India	480,109	1,973,001
3.	Norway	311,048	6,602,902
4.	Greece	110,720	4,520,180
5.	Venezuela	52,500	352,098
6.	Brazil	47,075	2,077,100
7.	Italy	33,665	2,650,211
8.	Union of South Africa	6,000	280,000
9.	Mexico	2,284	5,634
	Total	$ 3,921,506	100,306,333
		IMPORTS	
1.	Mexico	$ 398,132	8,799,498
2.	Chile	392,090	21,846,356
3.	Nicaragua	349,727	22,246,671
4.	Canada	178,235	3,694,047
5.	United Kingdom	148,438	6,601,841
6.	Panama	44,307	3,661,000
7.	Netherlands	32,142	1,211,267
8.	Cuba	11,345	103,917
9.	British Honduras	10,761	1,380,104
	Total	$ 1,585,180	69,144,701

traffic, the Alabama Public Service Commission did not follow with permission for proportionate increases in Alabama intrastate rates. Transportation costs for goods shipped from points in Alabama to Mobile are, consequently, lower than those for goods shipped to Pensacola, for the former take intrastate rates while the higher interstate rates apply to the latter. A large amount of traffic, therefore, that once moved through Pensacola now goes by way of Mobile.

The difference in Alabama intrastate rates and the interstate rates has never been the same during the last five years, for there has been a lag between the actions of the Interstate Commerce Commission on rates and the actions or lack of action by the Alabama Commission. The freight rate situation was so unfavorable to Pensacola at one time, that the local shippers were sending their trucks just across the state line either to deliver or to receive their goods; for if they crossed the line by rail the intrastate rates applied to the shipments, and the higher costs made it difficult for them to compete with shippers in Mobile.

The situation has been somewhat alleviated since then by the approval of increases in Alabama state rates. At present, a 9 per cent differential exists between the intrastate and interstate rates, and that differential is enough to give Mobile a considerable advantage over Pensacola in handling traffic terminating or originating in Alabama.

The policy of the Alabama Commission has reacted upon the imports of Pensacola to a greater extent than on its exports, because a greater percentage of imports went to Alabama than exports came from there. It has all but throttled Pensacola's imports of nitrate of soda which were

previously sent to Alabama. The rate per ton of nitrate of soda from Pensacola to Birmingham is $4.87 plus 15 per cent for the increased costs of operation, while the rate per ton for nitrate shipped from Mobile has only a 6 per cent surcharge for increased costs, and the 9 per cent difference has caused this trade to shift to Mobile.

the State of Alabama owns and operates the Mobile docks, and they are considered among the most modern in the United States as a result of the improvements made by the state government. It is possible, therefore, that the state government is merely protecting its investment and promoting the trade of its only port by maintaining the difference in the level of intrastate and interstate rates, though it may sincerely be interested in keeping transportation costs down for intrastate trade. It would be well to keep in mind when considering the above, the fact that the Alabama Legislature passed a bill in September, 1919, providing for the extension of the Florida counties of Bay, Calhoun, Escambia, Holmes, Jackson, Okaloosa, Santa Rosa, Walton, and Washington, to the State of Alabama with the assent of the State of Florida and the Congress of the United States.[1] This proposal was rejected by the State of Florida, as well as the counties involved, to the disappointment of Alabama.

Panama City

Panama City is approximately one hundred miles to the east of Pensacola, almost in a direct line south of the border between Alabama and

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[1] Henry H. Read, The Waterways of Florida (New York: The Read Press, 1936), p. 112.

TABLE 24

THE FOREIGN TRADE OF PANAMA CITY, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
IMPORTS						
January	$ 503,384	14,009,481	$ 1,061,386	11,063,373	$ 174,997	3,537,752
February	81,987	1,606,604	964,879	16,364,398	474,760	4,899,019
March	277,852	7,316,440	1,782,997	19,508,523	85,440	1,708,774
April	5,699,804	21,621,662	888,194	13,103,289	70,193	1,281,637
May	26,047	495,836	670,589	9,969,247	179,889	4,469,553
June	.....	.....	1,818,431	25,768,757	.....	.....
July	411,329	9,907,153	377,714	7,504,042	113,276	2,204,130
August	66,471	1,329,417	1,211,025	12,645,744	430,237	8,220,839
September	518,096	11,370,129	52,194	1,035,153	203,944	3,863,635
October	66,314	1,256,966	27,562	540,306	97,978	1,863,970
November	144,128	2,830,189	489,010	13,868,259	779,122	5,922,489
December	240,438	4,853,311	947,382	27,422,918	1,648,347	14,107,191
Total	$ 8,006,252	76,272,211	$ 10,261,363	159,034,009	$ 4,257,603	52,078,983
EXPORTS						
January	$ 89,333	12,308,900	$ 201,907	11,692,800	$	.....
February	.....	.....	343,294	18,268,000	283,456	18,000,000
March	199,914	10,116,200	205,994	10,987,904	.....	.....
April	89,357	5,024,400	.....	.....	.....	.....
May	411,197	32,535,353	302,783	16,008,860	286,278	18,144,000
June	.....	.....	9,060	305,350	245,294	15,624,000
July	27,278	6,670,191	345,109	18,279,800	.....	.....
August	.....	.....	416,336	19,632,439	458,965	28,990,100
September	.....	.....	2,250	102,450	.....	.....
October	352,881	19,841,706	214,071	11,123,200	.....	.....
November	304,376	27,557,654	.....	.....	.....	.....
December	.....	.....	.....	.....	.....	.....
Total	$ 1,474,296	114,054,404	$ 2,040,404	106,301,303	$ 1,273,993	80,758,100

TABLE 25

THE PRINCIPAL COUNTRIES TRADING WITH PANAMA CITY, IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (lbs.)
		EXPORTS	
1.	Norway	$ 6,329,562	45,094,987
2.	Italy	508,119	6,311,278
3.	Cuba	495,224	9,406,632
4.	France	200,500	5,649,675
5.	Union of South Africa	184,538	3,576,318
6.	United Kingdom	84,572	1,543,289
7.	Germany	79,656	1,401,691
8.	Denmark	76,664	2,206,128
9.	Netherlands	33,922	528,563
10.	Mozambique	11,809	525,200
11.	Belgium	8,686	147,750
	Total	$ 8,006,252	76,127,211
		IMPORTS	
1.	Chile	$ 1,131,187	60,926,160
2.	Germany	127,936	17,636,800
3.	Belgium	125,840	23,182,544
4.	Netherlands	59,333	12,308,900
	Total	$ 1,474,296	114,054,404

Georgia. The foreign trade of the port is similar to that of Pensacola, for it exports to Europe but imports from South America.

The Alabama freight rate situation has not affected Panama City's trade like it has Pensacola's, because Panama City's trade originates and terminates in northern Florida and southwestern Georgia. All of the port's exports come from this area and are mainly the products of the surrounding heavily-forested area, which affords a good supply of timber for Panama City's paper factories and sawmills.

Port St. Joe and Apalachicola

The ports of Port St. Joe, Apalachicola, Carrabelle, St. Marks, and Port Leon located to the east of Panama City, along the coast of the central section of continental Florida, were at one time or another very prominent in Florida's trade.

During the 1830's, when Florida was still a territory and the peninsula of Florida as yet unsettled, Port St. Joe, Apalachicola, St. Marks, and Port Leon were thriving ports due to their proximity to the cotton plantations of the region to the north of them. Two short railroads were built from the Apalachicola River to Port St. Joe and one from Tallahassee to St. Marks and Port Leon, in order to facilitate the transportation of baled cotton to the ports.[1]

Port Leon, after a brisk period of trade, was destroyed by a hurricane in 1843,[2] and St. Marks took over its foreign trade, in which it continued to engage until the first World War.

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[1]Kathryn Tribune Abbey, Florida: Land of Change (Chapel Hill: University of North Carolina Press, 1941), pp. 173-176.

[2]Ibid., p. 174.

TABLE 26

THE FOREIGN TRADE OF PORT ST. JOE, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value	Weight	Value	Weight	Value	Weight
			EXPORTS			
January	$ ------	-------	$ 76,714	1,334,305	$ 295,573	5,090,103
February	------	-------	------	-------	------	-------
March	------	-------	------	-------	------	-------
April	------	-------	------	-------	1,800	2,343
May	3,284	2,059	21,236	451,828	26,566	400,986
June	------	------	45,188	2,109,950	------	-------
July	15,758	1,102,731	44,823	1,148,756	241,405	3,561,776
August	15,500	490,000	31,074	1,049,495	------	-------
September	45,719	1,110,165	------	-------	261,023	5,241,448
October	------	-------	------	-------	------	-------
November	73,914	1,322,757	------	-------	------	-------
December	107,268	1,671,055	------	-------	77,228	1,901,790
Total	221,473	5,698,781	$ 223,035	6,094,334	$ 906,595	16,238,151
			IMPORTS			
January	$ ------	-------	$ -------	-------	$ -------	-------
February	------	-------	-------	-------	-------	-------
March	------	-------	-------	-------	-------	-------
April	------	-------	-------	-------	-------	-------
May	------	-------	-------	-------	-------	-------
June	135,465	27,808,903	-------	-------	-------	-------
July	------	-------	-------	-------	-------	-------
August	------	-------	-------	-------	-------	-------
September	------	-------	-------	-------	-------	-------
October	------	-------	-------	-------	-------	-------
November	------	-------	-------	-------	-------	-------
December	------	-------	-------	-------	-------	-------
Total	[illegible]	27 [illegible]	-------	-------	-------	-------

Port St. Joe and Apalachicola were ravaged by yellow fever in 1841, and after a hurricane hit them the next year they were all but abandoned. The present city of Port St. Joe is a new city, two miles from the site of the old city (called St. Joseph), and has paper factories and sawmills, which produce the only commodities exported by Port St. Joe.

Apalachicola and Carabelle are now engaged in commercial fishing, though they do carry on some domestic trade in sea shells and petroleum products, and occasionally receive or send a few goods to a foreign country.

West Palm Beach

West Palm Beach owes its export trade to a superior means of transportation of goods to Cuba, and not to any special geographic advantage, favorable freight rates, or exclusive hinterland.

The foreign trade of the port is of recent origin, dating back only to 1931. The Federal Government adopted the port in 1933 as a Federal project, deepening the basin, widening the channel, and providing for an annual maintenance fund, [1] thus making it possible for the bigger ships engaged in foreign trade to call at the port.

Its exports were confined, during the 1930's, to general merchandise, refined oils, and vegetables produced in the immediate vicinity. Intensive use was made of the port during the subsequent war, but it was the selection of West Palm Beach by the West India Fruit and Steamship Company as a base for its railroad car ferry service to Havana, that made

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[1] Campbell, op. cit., p. 58.

TABLE 27

THE FOREIGN TRADE OF WEST PALM BEACH, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
IMPORTS						
January	$ 4,899,904	39,392,532	$ 4,928,482	36,489,380	$ 4,349,798	27,725,890
February	4,937,903	36,516,308	4,587,700	32,574,801	5,513,590	33,603,262
March	4,171,233	29,889,088	5,194,425	33,297,921	5,684,065	29,882,671
April	5,437,014	45,163,787	5,324,304	21,602,907	5,251,233	27,723,547
May	6,198,434	54,441,611	4,068,049	26,006,591	5,866,540	29,968,615
June	4,746,469	42,678,065	5,408,468	24,572,847	12,005,330	24,174,472
July	5,510,662	48,908,046	4,054,373	28,270,142	4,092,915	17,395,304
August	6,815,753	45,555,272	4,757,486	38,731,641	4,824,290	24,242,252
September	5,689,754	42,783,155	4,260,427	36,437,118	3,597,742	25,041,649
October	5,375,443	35,379,717	5,076,487	43,347,405	5,199,324	32,480,266
November	6,369,157	46,551,396	5,855,703	43,629,103	5,726,008	35,409,190
December	7,404,370	50,430,001	5,256,494	40,370,245	6,332,395	38,966,831
Total	$ 67,812,096	517,278,916	$ 54,972,798	405,332,041	$ 68,270,185	346,627,749
EXPORTS						
January	$ 1,165,126	17,453,826	$ 1,040,679	13,217,328	$ 950,315	11,908,552
February	1,590,916	28,712,486	2,454,515	31,296,188	1,201,350	22,542,667
March	1,571,145	20,558,587	1,897,779	27,503,896	1,780,311	26,954,453
April	1,394,995	21,092,437	1,304,617	24,928,715	1,110,103	19,503,524
May	1,994,347	31,908,377	1,540,500	23,126,160	1,519,124	23,166,220
June	1,436,128	26,260,139	1,516,786	21,432,720	1,193,598	14,995,309
July	1,604,771	25,933,769	953,133	8,408,379	1,493,453	18,287,619
August	2,224,359	41,663,441	1,466,298	14,341,586	1,943,700	24,508,089
September	1,268,275	19,573,525	1,033,130	10,480,045	1,148,770	18,547,881
October	1,085,532	24,294,350	674,816	5,243,206	1,473,218	19,994,630
November	589,155	20,350,720	962,403	9,082,659	522,065	6,514,512
December	816,139	9,621,607	307,705	4,143,693	590,048	8,071,140
Total	$ 16,741,587	287,423,284	$ 15,732,557	193,206,375	$ 14,926,225	215,014,720

it the leading port of Florida.

The car ferry service was originally established by the Florida East Coast Line in 1921 between Key West and Havana, because the railroad, now stopping at Homestead, extended at that time to Key West. A section of the track to Key West was destroyed by a hurricane during September, 1935, and the ferry service was moved to Port Everglades. The service was suspended completely during the war when the Federal Government took over the ferries for use as mine-sweepers in the Pacific. They were returned for private operation during 1946, and the West India Fruit and Steamship Company reestablished the service between Port Everglades and Havana.

The congestion at Port Everglades during the immediate postwar period, with the Army and Navy using its facilities, prompted the Company to move its base to West Palm Beach, even though it entailed additional fuel for a 45-mile longer trip.

The actual point where the railroad cars are switched on to the ferries is at Riviera Beach, a few miles north of the city limits of West Palm Beach. The railroad cars go into the hold of the ship, where they are firmly held in place by air brakes, automatic jacks, and chains. Upon arrival in Havana, the railroad cars are rolled out on to the local tracks and from there carried by the United Railways of Cuba to the desired destination on the island.

The advantages derived by exporters from sending their goods with the ferry service are (1) the saving in the cost of special packing, which is usually required for marine shipments, (2) avoidance of dangers of

pilferage and exposure to the elements, and (3) the saving in time and expense of loading and unloading from car to ship, and ship to car. It is, thus, of particular benefit to exporters of perishables, large pieces of machinery, and big units of fabricated steel and wood to send them through West Palm Beach, though lower transportation costs might be incurred by sending them by rail to some other port on the Atlantic and Gulf for shipment to Cuba.

There is no exact or even approximate area or region of the United States from which the commodities exported through West Palm Beach originate, nor is there any similarity in the types of commodities exported. The only characteristic, common to all the export trade of this port, is its ability to use profitably a particular means of transportation to a specific country. Proof of this is the fact that of the $53,110,115 export trade of West Palm Beach during 1950, only $37,601 went elsewhere than to Cuba. (A table presenting the export trade of West Palm Beach, by Country, by Commodity is not included in Appendix B, for it would be an exact repetition of the export trade of the port by commodity, except for $10,650 of tobacco manufactures sent to British Honduras and $26,951 of various goods to the Bahamas.)

Other Peninsula Ports

Port Everglades

The other ports located on the coast of the Florida peninsula play a different role in the foreign trade of Florida from that of West Palm Beach.

TABLE 25

THE FOREIGN TRADE OF PORT EVERGLADES, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value	Weight (Lbs.)	Value	Weight (Lbs.)	Value	Weight (Lbs.)
EXPORTS						
January	$ 2,707	19,000	$ 7,855	230,011	$ 116,126	1,631,097
February	8,716	99,776	261,619	152,832	69,401	1,253,523
March	67,040	329,604	72,278	516,649	44,011	930,891
April	23,559	331,577	294,673	687,939	138,855	1,112,573
May	95,321	458,825	20,913	393,133	99,119	1,646,783
June	6,017	33,300	73,134	666,293	82,188	1,126,401
July	17,066	47,889	6,097	229,149	22,706	311,567
August	25,699	120,631	25,282	492,591	22,041	850,141
September	.....	.....	68,520	757,032	21,360	555,631
October	6,997	16,120	57,032	546,504	29,434	401,447
November	.....	.....	106,030	1,366,079	24,258	273,919
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	$ 506,222	13,460,205	$ 1,083,604	7,307,836	$ 825,562	11,617,469
IMPORTS						
January	$ 122,235	19,819,540	$ 673,143	14,515,033	$ 103,367	2,375,826
February	381,208	72,129,119	44,000	2,309,151	117,758	68,102,983
March	307,258	79,932,391	1,208	89,158	187,569	31,707,149
April	103,112	108,082,737	669	61,868	331,840	20,617,405
May	382,659	57,167,914	81,581	1,803,159	2,211,250	82,677,133
June	199,171	27,220,169	132,169	3,511,102	1,200,282	76,228,951
July	500,355	18,235,994	113,566	30,800,116	365,568	21,061,598
August	226,218	21,874,005	225,114	65,537,537	112,852	3,290,867
September	61,014	11,791,707	82,142	21,966,535	160,655	34,655,579
October	514,895	79,897,363	136,568	23,082,223	115,800	4,317,334
November	199,354	14,951,348	157,293	7,352,903	458,162	13,706,801
December	170,078	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	$ 3,007,586	514,852,115	$ 1,828,107	229,336,821	$ 4,771,315	365,481,131

TABLE 29

THE PRINCIPAL COUNTRIES TRADING WITH PORT EVERGLADES,
IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (lbs.)
		EXPORTS	
1.	Venezuela	$ 188,196	898,165
2.	United Kingdom	175,928	11,630,067
3.	Brazil	58,353	177,999
4.	Cuba	48,397	631,672
5.	British Honduras	31,830	97,928
6.	French West Indies	3,189	1,820
7.	Netherlands Antilles	2,333	14,554
	Total	$ 508,282	13,460,205
		IMPORTS	
1.	Netherlands Antilles	$ 1,361,257	233,354,618
2.	Canada	869,364	28,690,704
3.	Cuba	643,380	177,843,162
4.	Belgium	422,500	20,017,887
5.	United Kingdom	281,893	31,361,755
6.	Rumania	80,242	5,825,766
7.	Germany	73,168	11,371,567
8.	Italy	70,055	3,711,592
9.	Netherlands	26,327	2,945,000
	Total	$ 3,807,586	514,952,115

Port Everglades, directly to the south of West Palm Beach, has been termed a "consumer goods port" by the Port Director, for it is engaged primarily in the importation of commodities for use in the coastal region of South Florida.

The Broward County Port Authority transformed what was swampy wasteland in 1926 into a fully-equipped port by 1931, with the purpose of developing a center for the expanding commerce of southeast Florida. Since then, Port Everglades has become a point of distribution of imported goods, rather than a center of concentration of the region's products, because the products marketed outside the region move usually by rail and truck.

Whatever products are exported from southeast Florida are usually shipped out of Miami, which has regular liner service. Port Everglades is not a regular port of call for many steamship lines, the freight from there moving usually in tramp steamers and ships under special charter.

Fourteen oil companies maintain terminal bulk storage plants at Port Everglades in order to accommodate the domestic intercoastal trade of the port in petroleum products. Whenever, therefore, domestic supplies of these products are not sufficient for the requirements of southeast Florida, they may be imported from abroad by Port Everglades as it did in 1950.

Tanks with a capacity of a million barrels for storing molasses have been erected at the port by the Pacific Molasses Company, and Port Everglades not only imports molasses for local purposes, but also carries on a substantial intransit trade in this commodity. The $1,387,964 of

outbound shipments recorded in the table on the intransit trade of Florida were shipments of molasses to the United Kingdom.

Due to the expansion in foreign import trade, intercoastal trade, and intransit trade, the Corps of Engineers reported in 1950 that the present facilities of Port Everglades are inadequate for the existing commerce.[1]

Miami

Miami is Port Everglades' friendly rival eighteen miles further down the coast. It is the closest shipping point in the United States to the Bahamas, Cuba, and the other Antilles. All of these islands, except part of Cuba, and the north coast of South America, lie to the east as well as south of Miami, a fact which people unacquainted with the geographic relationship of Florida to Latin America do not realize. The eightieth meridian, as it encircles the globe, passes a few miles to the east of Miami, actually leaving South America to the east of it. Distances, therefore, to the Antilles and South America are shorter from Miami than from other competitive ports on the Gulf, Atlantic, and Pacific coasts.

This geographic advantage has assisted Miami in developing an extensive trade with the countries to the southeast of it, and Table 31 shows that its export trade is confined to Latin America, with the exception of

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[1]U. S. Department of the Army, Office of the Chief of Engineers, Report Upon the Improvement of Rivers and Harbors in the Jacksonville, Florida District (Washington: Government Printing Office, 1951), p. 772.

TABLE 30

THE FOREIGN TRADE OF MIAMI, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
EXPORTS						
January	$ 1,464,869	6,538,216	$ 1,417,370	5,468,793	$ 1,201,112	6,610,367
February	1,152,739	6,025,088	1,095,301	4,883,265	1,220,224	8,674,640
March	1,411,504	6,427,726	1,345,890	5,985,246	1,376,127	10,379,116
April	1,252,294	5,911,153	1,483,133	6,373,429	816,490	5,408,093
May	1,653,733	6,475,199	1,260,447	7,144,612	1,008,030	6,358,113
June	1,533,163	5,994,690	1,140,506	4,942,822	1,031,419	5,110,166
July	1,157,899	5,780,437	1,224,814	7,761,781	1,004,310	6,108,677
August	2,160,729	6,958,529	1,224,121	7,190,183	1,125,532	5,002,265
September	1,563,571	5,740,938	1,429,730	8,099,724	1,073,336	3,863,820
October	960,738	4,247,226	1,153,573	10,112,118	1,391,014	6,391,618
November	1,102,636	6,458,720	1,605,236	8,357,320	1,064,268	6,280,747
December	1,360,086	5,651,840	1,389,339	6,048,681	1,544,905	7,693,219
Total	16,814,241	72,809,782	$ 15,770,060	82,374,234	$ 13,857,047	77,880,841
IMPORTS						
January	$ 1,144,092	26,616,869	$ 717,755	24,223,553	$ 563,107	15,332,341
February	1,280,439	53,879,005	982,239	23,794,486	675,391	18,497,031
March	942,711	57,753,055	1,280,419	34,093,707	1,071,457	29,328,430
April	1,233,662	82,293,382	1,335,369	34,344,513	1,081,376	29,716,313
May	1,321,414	81,981,572	800,376	23,227,877	1,372,635	37,110,098
June	920,230	46,872,508	1,297,819	37,169,670	1,408,566	37,419,704
July	1,269,216	89,429,680	875,230	23,263,374	886,028	20,827,577
August	1,362,548	29,087,446	755,181	20,900,864	940,135	28,388,682
September	1,169,403	64,052,506	927,788	26,120,920	626,735	20,176,797
October	1,491,270	65,945,429	1,518,760	38,239,873	1,486,591	35,812,990
November	1,536,424	41,471,725	1,274,280	34,640,604	1,431,654	43,687,349
December	1,658,470	45,483,954	1,187,952	25,869,114	1,247,622	31,401,092
Total	15,309,909	684,465,131	$ 12,955,168	343,488,555	$ 12,791,277	345,798,528

TABLE 31

THE PRINCIPAL COUNTRIES TRADING WITH MIAMI, IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (lbs.)
		EXPORTS	
1.	Cuba	$ 10,591,366	36,663,007
2.	Bahamas	3,688,609	27,757,679
3.	Netherlands Antilles	1,230,736	1,166,765
4.	Haiti	361,159	2,503,028
5.	Dominican Republic	252,195	726,633
6.	Venezuela	273,209	1,235,643
7.	Colombia	153,581	908,224
8.	Jamaica	88,206	953,122
9.	Ecuador	39,514	103,219
10.	Canal Zone	33,921	77,815
11.	British Honduras	33,590	34,292
12.	Honduras	32,411	227,866
13.	Philippines	22,200	239,140
14.	Canada	8,770	128,150
15.	Mexico	1,311	2,050
16.	Trinidad	758	1,289
17.	Argentina	710	950
18.	French West Africa	385	260
	Total	$ 16,611,241	78,809,782
		IMPORTS	
1.	Canada	$ 4,062,198	83,340,339
2.	Cuba	2,608,798	25,605,976
3.	Colombia	1,909,730	62,133,048
4.	Haiti	1,311,743	27,934,473
5.	Belgium	1,078,644	14,481,552
6.	Netherlands Antilles	1,072,880	236,071,690
7.	United Kingdom	623,310	79,587,057
8.	Bahamas	629,127	4,270,515
9.	Ecuador	341,872	13,730,772
10.	Germany	313,026	29,877,146
11.	France	267,341	6,830,294
12.	Finland	225,291	4,929,385
13.	Dominican Republic	207,307	18,891,027
14.	Netherlands	126,692	9,903,749
15.	Venezuela	121,770	30,013,753
16.	Mexico	109,604	1,110,136
17.	Jamaica	85,607	2,319,985
18.	Argentina	85,255	4,953,618
19.	Yugoslavia	42,843	1,861,510
20.	Honduras	30,466	952,286
—	All others	26,435	1,003,306
	Total	$ 15,309,907	614,135,131

a few exports to the Philippines and Dakar, in French West Africa, the nearest port to Miami on the continent of Africa.

Eleven of the first 12 countries listed in the table on Miami's exports are Caribbean countries, and the exports to these countries consist mainly of manufactured foodstuffs, apparel, tobacco manufactures, automobiles, and home electrical appliances. Considering this, it might be possible to term Miami a "consumer-goods exporting port" in contrast to Port Everglades, an importer of consumer goods.

Miami's imports usually come from Canada and the Caribbean, but Miami, too, turned to Europe during 1950 for cement and structural steel which its building industry needs for the requirements of the rapidly growing city and suburbs.

Part of Miami's trade with the Antilles is carried on by a fleet of small schooners operating out of Miami. This fleet was built up during the war when the Navy had complete control over the port and had closed the main harbor to private trade due to the large amount of military traffic. the major shipping lines were thus forced to discontinue their service with the port, but small motor vessels were not prevented from using the landing facilities at the mouth of the Miami River inside the city. The operations of the schooners between Miami and the islands were financially successful from the very beginning, and even after the restoration of major shipping activity with the return of the main harbor facilities to commercial use, the flotilla had continued to ply back and forth with substantial cargoes. the value of the cargoes transported by these schooners is not known, for a separate recording of their value and weight

is not maintained by the Foreign Trade Division or any department of the Miami Municipality. Of Miami's total exports in 1950, $11,059,757 were carried by tramps or ships with irregular service, and of the imports $9, 812,222; the schooners most likely contributed the major part of these sums. This statement is based on the detailed data, concerning Miami's trade, which shows a very large number of small shipments transported on vessels maintaining irregular service with Miami.

The war was also the occasion for the transformation of Miami's air traffic into one of the world's largest. The inadequacy of land and sea transportation with Latin America at that time forced many importers to the south to pay the higher costs of air transportation in order to have their merchandise forwarded to them. This trade, in goods of large value and small weight, that developed during the transportation shortage has been maintained, though at a lower level. It reached a peak in 1946, when 10,700,000 pounds with an approximate value of $53,000,000 were exported by air, and 3,100,000 valued at $17,600,000 imported.[1] The airlines made reductions in their international rates in an attempt to preserve this traffic, but it has declined since then. No figures are available on the air traffic passing through Miami, the Bureau of the Census having suspended publication of such data in the fall of 1947.

Key West

Key West, the southernmost city of the United States, does not

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[1] U. S. Department of Commerce, Miami Broadens World Trade Aims as Figures Show Brisk Progress, Foreign Commerce Weekly, Vol. XXVIII, No. 8 (Washington: Government Printing Office, 1947), p. 6.

TABLE 38

THE FOREIGN TRADE OF KEY WEST, BY MONTH, DURING 1950, 1949, 1948

Month	1950			1949			1948		
	Weight	Value		Weight	Value		Weight	Value	
	Lbs.	$		Lbs.	$		Lbs.	$	
EXPORTS									
January	47,981	98,973	$	.....	.....	$	750	3,500	
February	36,893	195,776		.....	.....		...	.....	
March	46,909	141,172		3,500	7,200		...	.....	
April	41,165	156,899		.....	.....		50	2,500	
May	28,304	52,055		.....	.....		...	.....	
June	50,475	262		5,400	1,700		1,071	12,640	
July	9,320	10,005		300	615		.....	.....	
August	.....	.....		2,100	6,300		.....	.....	
September	.....	.....		9,597	41,651		.....	.....	
October	.....	.....		55,868	164,022		4,375	2,930	
November	11,200	11,600		45,115	146,655		150	3,000	
December	.....	.....		46,472	111,331		...	.....	
Total	275,847	609,742	$	168,352	485,507	$	6,396	24,570	
IMPORTS									
January	$ 1,574	19,600	$	1,546	42,400	$	1,651	53,840	
February	1,355	37,200		3,000	50,000		.....	.....	
March	2,210	44,800		1,167	37,400		3,750	37,500	
April	3,900	60,000		3,600	60,000		5,746	17,370	
May	5,753	91,500		1,800	22,500		5,550	76,000	
June	2,478	39,961		135,057	30,038,960		2,197	73,514	
July	2,134	33,250		1,608	54,000		3,960	72,278	
August	.....	.....		.....	.....		2,100	10,900	
September	.....	.....		1,725	65,518		.....	.....	
October	1,677	64,500		3,600	75,000		127,853	15,757,498	
November	2,400	60,000		.....	.....		2,790	58,080	
December	.....	.....		.....	.....		.....	.....	
Total	23,501	551,011	$	154,090	31,265,928	$	155,797	16,151,678	

have any foreign trade of significance, at the present. During the 1920's it was the most important port in Florida, but a series of events reduced Key West to a minor port. Imports of tobacco ceased with the movement of the cigar industry to Tampa; a prohibitive tariff on Cuban pineapples stopped imports of pineapples for the local canning factories; the sponge trade was lost when the sponge fleet moved to Tarpon Springs; and finally, the destruction of the railroad, put an end to the car ferry traffic.

The port is linked to the mainland by the Overseas Highway, which still enables it to export automobiles, electrical machinery and cigarettes, though only in small quantities. Imports are confined to shellfish and shellfish products. Neither exports nor imports of the port increased during World War II or in the postwar export boom, when those of other ports did. It is improbable, therefore, that they will increase in the future.

Tampa

The port of Tampa is on the western coast of the Florida peninsula, about two hundred and twenty miles north of Key West, three hundred and thirty miles from Pensacola, and five hundred and twelve miles from New Orleans.[1]

The freight class rates in effect at Tampa have not been adjusted for exports and imports as they have for other ports on the Gulf of Mexico, and there are, consequently, no large movements of products from the

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[1]U.S. Department of the Army, Office of the Chief of Engineers, Report Upon the Improvement of Rivers and Harbors in the Jacksonville, Florida District, p. 779.

TABLE 33

THE FOREIGN TRADE OF TAMPA, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
EXPORTS						
January	$ 1,140,793	143,103,900	$ 708,280	80,032,171	$ 1,029,971	93,907,326
February	1,289,636	126,077,180	499,960	17,640,177	614,185	28,872,181
March	1,349,863	209,649,256	1,046,409	101,106,933	422,712	39,211,619
April	2,058,100	445,680,761	580,505	77,448,335	1,255,273	183,394,098
May	2,152,454	427,601,161	858,167	70,568,050	758,965	116,136,162
June	1,989,377	296,109,683	930,658	56,821,604	745,447	62,824,327
July	1,687,903	156,338,609	830,815	104,229,319	794,918	108,596,899
August	1,039,987	146,615,316	1,159,379	310,530,208	773,815	30,694,236
September	1,744,748	301,068,018	923,611	193,015,228	611,008	62,957,793
October	1,567,305	201,992,987	938,716	136,948,500	442,718	46,586,170
November	1,337,087	201,397,095	1,322,843	198,895,634	704,028	32,657,205
December	1,092,837	114,010,400	856,797	57,314,516	760,551	52,811,355
Total	$ 19,470,290	2,769,642,066	$ 10,655,940	1,364,640,669	$ 8,916,551	898,649,671
IMPORTS						
January	$ 967,612	37,096,098	$ 692,671	12,731,414	$ 1,171,641	20,884,718
February	1,167,452	42,913,662	691,097	13,313,752	894,890	16,418,534
March	897,788	27,214,623	734,482	18,894,495	1,028,771	17,475,198
April	1,320,852	61,911,935	639,280	20,603,460	929,706	19,772,423
May	973,261	35,937,730	1,370,882	33,052,424	834,125	22,621,475
June	633,418	23,188,043	558,740	17,657,167	1,160,757	14,978,952
July	1,153,448	65,851,572	742,595	23,942,645	1,147,428	20,623,184
August	455,472	28,096,623	905,736	25,447,325	1,009,209	35,939,179
September	899,187	78,370,594	760,237	32,122,136	898,503	14,710,277
October	906,515	54,480,237	634,660	37,490,591	1,247,375	31,393,919
November	1,417,584	102,696,799	1,046,867	27,888,654	1,199,496	26,417,437
December	796,496	22,543,865	991,874	35,099,992	625,683	14,788,678
Total	$ 11,595,285	579,757,781	$ 9,769,721	277,244,055	$ 12,143,549	252,053,981

TABLE 34

THE PRINCIPAL COUNTRIES TRADING WITH TAMPA, IN ORDER OF IMPORTANCE, DURING 1950

	Country	Value - $ -	Weight (lbs.)
		EXPORTS	
1.	Canada	$ 3,571,324	324,091,955
2.	Italy	3,311,021	329,260,320
3.	Cuba	1,676,329	53,965,744
4.	Japan	1,546,506	598,015,374
5.	Netherlands	1,373,874	315,946,681
6.	Nicaragua	1,098,949	8,041,804
7.	Belgium	757,712	134,746,675
8.	Philippines	733,257	5,954,038
9.	Venezuela	711,180	6,819,213
10.	Germany	525,318	155,476,206
11.	Korea	455,935	22,394,200
12.	United Kingdom	346,926	93,501,900
13.	Sweden	335,329	83,224,200
14.	Jamaica	284,835	2,892,927
15.	France	225,593	2,713,363
16.	Formosa	223,290	64,241,200
17.	Costa Rica	192,740	4,389,501
18.	Leeward & Windward Islands	181,957	4,166,953
19.	British Honduras	165,015	1,032,515
20.	Netherlands Antilles	160,593	4,580,601
---	All others	561,805	47,737,666
	Total	$ 18,470,290	2,749,642,066
		IMPORTS	
1.	Cuba	$ 2,613,121	44,721,000
2.	Canada	1,113,119	58,627,979
3.	Germany	1,182,178	149,171,952
4.	Mexico	1,107,521	38,200,280
5.	Chile	1,095,798	55,236,511
6.	Belgium	713,945	27,663,312
7.	Nicaragua	653,861	25,080,851
8.	Argentina	652,168	18,172,325
9.	Costa Rica	483,560	16,128,582
10.	Netherlands Antilles	442,921	87,340,073
11.	Honduras	223,196	9,348,087
12.	Finland	183,264	4,230,218
13.	Netherlands	168,120	9,281,573
14.	Guatemala	140,597	5,331,302
15.	United Kingdom	103,793	20,266,572
16.	British Honduras	73,761	2,066,310
17.	Norway	70,503	3,820,151
18.	France	69,920	123,159
---	All others	205,936	8,328,251
	Total	$ 11,595,285	579,757,741

interior points of other states to Tampa. Only the products of the surrounding region, such as phosphates, citrus, and lumber are exported in quantity. Phosphates constituted 53 per cent of the weight of the 1950 exports from the port.

Mines producing phosphate rock are located in east Hillsborough County and southwestern Polk County, not more than 40 miles from the port. It is transported in bottom-dump cars to Tampa, and most of it loaded, as mined, into the holds of tramp steamers for shipment abroad. Some of it is treated with sulphuric acid to make superphosphate, and then exported. There are also quantities of "double" or "concentrated" superphosphate produced by treating crushed phosphate rock with liquid phosphoric acid, but very little of this is exported.

The large volume of phosphates exported from Tampa causes it to rank among the foremost ports of the United States according to volume shipped. With the lumber exports, these phosphates are the basis of Tampa's world-wide trade. Only Jacksonville with its naval stores, wood pulp, and lumber exports has such a widely distributed foreign trade.

Very little fresh citrus fruit is shipped out of Tampa by sea, though canned citrus is one of the most important commodities in the port's domestic and foreign trade. Canada is the main recipient of the canned citrus exports, with Belgium taking smaller quantities.

Tampa imports newsprint paper from Canada, bananas and sugar from the Caribbean, beef from Argentina, fertilizers from Chile and Europe, and since 1950 like the rest of Florida, building materials from Europe.

St. Petersburg

St. Petersburg, on the west shore of Tampa Bay, is not actively engaged in foreign trade, nor in domestic trade, except for a few receipts of fuel oil and gasoline. Shellfish from Jamaica were the only imports from abroad and they come in very irregularly.

Boca Grande

Boca Grande, at the entrance to Charlotte Harbor, is Tampa's only competitor in the exportation of phosphate rock, the commodity which constitutes Boca Grande's sole export.

At the port there are no warehouses, dry docks, piers, wrecking or salvage equipment, only a phosphate wharf with an elevator discharging phosphate into the ships by means of an electrically operated belt conveyor. The port is not served by any regular steamship line, the phosphate moving out in tramp steamers.

Others

In the past, other ports on the peninsula have participated in Florida's foreign trade. St. Augustine, the very first, lost the bulk of its trade after the acquisition of Florida by the United States. It continued to import a few commodities until World War I, but its trade was slowly and effectively absorbed by Jacksonville. A code number is still maintained for St. Augustine in the schedule on United States ports of the Foreign Trade Division, but it is doubtful whether any extensive use will be made of it in the near future. Cedar Keys became a lively port after the Atlantic, Gulf, and West Indies Transit Company extended its

TABLE 35

THE FOREIGN TRADE OF BOCA GRANDE, BY MONTH, DURING 1950, 1949, 1948

Month	1950		1949		1948	
	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
EXPORTS						
January	$ 141,368	34,034,399	$	.....	$ 43,901	13,666,240
February	.....	.....	.....	.....	158,780	45,042,520
March	.....	.....	.....	.....?	31,225	8,531,200
April	140,125	36,914,777	124,956	28,811,600	83,844	21,150,600
May	111,852	31,369,883	.....	.....	116,085	31,664,800
June	176,385	64,361,935	207,533	66,549,638	106,443	33,650,520
July	153,798	23,041,225	198,413	62,908,078	50,537	7,863,500
August	55,627	21,765,226	104,772	31,286,500	.....	.....
September	133,840	42,155,158	246,80[illegible]	64,[illegible]81,780	218,782	59,556,040
October	19,560	5,477,800	287,6[illegible]	83,617,913	.....	.....
November	87,299	20,896,507	297,371	82,155,200	.....	.....
December	.....	.....	144,352	42,467,843	54,059	18,601,300
Total	$ 1,019,854	280,016,910	$ 1,611,823	462,479,152	$ 843,656	239,726,720
IMPORTS						
January	$	.....	$	.....	$	.....
February	.....	.....	.....	.....	.....	.....
March	.....	.....?	.....	.....	.....	.....
April	.....	.....	.....	.....	.....	.....
May	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....	.....
November	.....	.....	.....	.....	.....	.....
December	.....	.....	.....	.....	.....	.....
Total	$	.....	$	.....	$	.....

railroad from Fernandina to Cedar Keys in 1860, but its trade was brought to an end with the completion of a railroad in 1884 to Tampa.[1]

In the future, newer ports now engaged in domestic trade, such as, Fort Pierce, Stuart, New River, Punta Rassa, Punta Gorda, and Fort Inglis, may take part in Florida's foreign trade.[2]

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[1]Federal Writers' Project, Florida: A Guide to the Southernmost State (New York: Oxford University Press, 1939), p. 384.

[2]U.S. Department of the Army, Office of the Chief of Engineers, Report Upon the Improvement of Rivers and Harbors in the Jacksonville, Florida District, pp. 761-763, 765-770, 791-799, 815-818.

CHAPTER IV

THE EFFECTS OF FEDERAL POLICIES UPON FLORIDA'S FOREIGN TRADE

Commercial Policy

Tariff and Reciprocal Trade Agreements Program

The Federal Government has relied predominantly upon the tariff as the main instrument of its commercial policy in international trade, for it has only recently adopted non-tariff devices. Despite the decrease in effectiveness of the tariff due to the rise in the United States price level and the reciprocal trade agreements program, it should not be forgotten that its effects were so drastic in the past that they brought forth cries of secession from the southern states and were accused of contributing to the advent of the depression of the 1930's.

The foreign trade of Florida, a southern state, was affected by the tariff to a greater degree in the past than in the present, for cotton and tobacco were at one time the state's most important crops, and it has been argued that the tariff reduced the amounts of cotton and tobacco exported to foreign markets due to the inability of foreign countries to buy quantities of these two commodities with dollars from the tariff-protected United States. Whatever may have been the effects of the tariff at that time, they are undoubtedly, at present, limited in comparison to the effects of other Federal policies, such as Agricultural Assistance, which brought about a decline in the acreage and production of cotton and tobacco during the 1930's, and European aid since 1946.

the Federal Government has abandoned since 1934 the single-column unilaterally imposed tariff-rate system in favor of tariff reciprocity. Commercial policy, therefore, despite the unconditional most-favored-nation clause, now influences to a greater extent countries with which, rather than commodities in which, the United States will trade. Florida's export trade, however, is influenced principally by its geographic proximity to Cuba and by its comparative advantage over the Western European countries in the production of phosphates, naval stores, and forestry products. Consequently, the commercial policy of the Federal Government has little direct effect upon Florida's export trade, especially as to the countries to which Florida exports. Nor does this commercial policy determine the sources of Florida's imports because most of the imports are commodities which enter international trade from only one or two countries, sugar from Cuba, coffee from Brazil and Colombia, nitrate from Chile, newsprint paper from Canada.

A partial exception to the above is the influence of the tariff preferences granted to Cuba from the time of its liberation. Cuban exports to the United States have really been subsidized by American consumers to the extent of the difference between the rates applicable to other countries and those reduced for Cuba. In return, United States exports to Cuba have been subsidized by the latter on the same basis. These tariff preferences, consequently, maintain United States-Cuba trade at a higher level than would otherwise be the case, and Florida's exports to Cuba have been of greater volume as a result.

Whether or not the scaling down of Cuba's tariff preferences in

favor of the United States, which took place at the Torquay negotiations during the fall of 1950, will affect the volume of Florida's trade with Cuba has yet to be seen. From the 1951 figures for West Palm Beach's exports it may be inferred that an decrease in trade with Cuba has taken place, rather an increase, a result of the rising trend of United States trade since the summer of 1950. In the future, though, it is possible that some of the European countries may make inroads upon Florida's trade with Cuba, for the very purpose of this change in Federal policy was to improve the ability of the European countries to earn dollars through sales to Cuba.[1]

Considerable opposition to the reciprocal trade agreements with Cuba and Mexico has existed in Florida, because a large part of southern Florida is devoted to growing winter vegetables which come into competition with vegetables imported from Cuba and Mexico during the winter months. As a result, it has been said, in jest, that everyone growing vegetables in Florida should be a Republican, while those growing citrus, tobacco, and other exported commodities should be Democrats.[2]

The state growers' organizations and Congressional representatives have always fought for protection for the winter-vegetable industry, and had succeeded in achieving an equalizing tariff on foreign vegetables in 1932.[3] Their success was short-lived, though, for the reciprocal trade

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[1]Gordon Gray and Staff, Report to the President on Foreign Economic Policies (Washington: Government Printing Office, 1950), p. 79.

[2]Florida State Chamber of Commerce, Proceedings of the "Florida, Trade Mart of the Southeast" Business Conference (Jacksonville, 1945), p. 52.

[3]Florida Research Bureau, op. cit., p. 92.

agreement with Cuba in 1934, as revised in 1939, and again in 1941, reduced the tariff on tomatoes and peppers, the most competitive items, 20 per cent; 40 per cent for lima beans; and 50 per cent for squash, eggplant, potatoes, okra, and cucumbers. All of these reductions are in effect only for specific periods during the year, beginning usually in December and ending in March, April, and May. By far the greater part of Florida's production is marketed when the higher duties are applicable to Cuban products, but Florida producers still have to meet considerable competition not only in the northern markets but in Florida itself.

The policy of the Federal Government toward Cuba and Mexico has been called "political," "military," and "not economic" during discussions on this subject. Whatever it is, it points out that those interests in Florida desiring a large trade with Cuba, Mexico, and other Caribbean countries, have to oppose other important interests of the state in influencing the adoption of a policy by the Federal Government which will affect this trade in a favorable manner.

The citrus industries in the United States have made a complete reversal in their attitude toward the commercial policy of the United States. They sought protection when they were in their infancy, and succeeded in having a duty of 1/2 cent per pound placed on oranges, grapefruit, lemons, and limes, when the so-called downward revision of the tariff took place in 1913 with the election of a Democratic administration. The rate was increased to 1 cent per pound on oranges, grapefruit, and limes by the Tariff Act of 1922; and with the Hawley-Smoot tariff of 1930, the rate reached 1-1/2 cents per pound for grapefruit, 2 cents for

lines, and 2-1/2 cents for lemons,[1] the latter revisions in the rate of duty promptly reduced whatever quantities of citrus were being received from the Antilles and Italy, but it was of little help to the citrus industries during the 1930's.

Now the citrus industry is export-minded, as rather subsidy-minded. One of the purposes of the Foreign Assistance Act of 1948 is to encourage the exportation of fresh and processed oranges and grapefruit, exporters receiving certain payments from the Federal Government for the exportation of these products to Western Europe and Malaysia. The rate of payment is based on the value of the products exported and has been set by the Act as the lowest of the following:

a. At 40% of the f.a.s. sale price per unit stated in the application....;

b. At 40% of the market price, as determined by the Secretary, on the date of sale shown in the application f.a.s. the named port of export;

c. At 40% of the market price, as determined by the Secretary, on the date of sale shown on the application f.a.s. a customary port of export, as determined by the Secretary, for the area of production of such product;

d. At the applicable rate per unit shown in the following table:

(GRAPEFRUIT)[2]

Product	Unit	Rate
Fresh grapefruit	1-2/5 bushel box.	$0.90
Concentrated grapefruit juice		
55° or more Brix	Gallon, or equiv.	1.05
Single-strength grapefruit juice. . .	Case 24/2's	0.30

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[1] U. S. Department of Agriculture, Farm Credit Administration, The Citrus Industry and the California Fruit Growers' Exchange System (Washington: Government Printing Office, 1940), p. 10.

[2] U. S. Department of Agriculture, Production and Marketing Administration, Grapefruit Export Program (Fiscal Year 1952) (Washington: Government Printing Office, 1952), Section 317.322.

(GRAPEFRUIT)—Continued

Product	Unit	Rate
Single-strength grapefruit juice. . .	Case 12/3 Qt. or 6/10's. .	$0.95
Single-strength blended orange and grapefruit juice.	Case 24/2's.	0.85
Single-strength blended orange and grapefruit juice.	Case 12/3 Qt. or 6/10's . .	1.00
Grapefruit sections or citrus salad. .	Case 24/2's.	1.15

(ORANGES)[1]

Product	Unit	Rate
Fresh Oranges		
California-Arizona.	1-2/5 bushel box	$1.50
Texas	1-3/5 bushel box	1.35
Florida	1-3/5 bushel box	1.10
Concentrated Orange Juice		
60° Brix or more	Gallon or equivalent . . .	1.30
41.5° to 48° Brix	Gallon or equivalent . . .	0.85
Single-strength orange juice. . . .	Case 24 No. 2.	0.90
Single-strength orange juice. . . .	Case 12 No. 3 cylinder . .	1.05
Single-strength orange juice. . . .	Case 6 No. 10.	1.05

The following table indicates that this subsidization of approximately 40 per cent of the market price of fresh and processed oranges and grapefruit has definitely encouraged the shipment of these products to Western Europe and Malaysia. The shipments to Western Europe in 1950, prior to the inauguration of the subsidy program, amounted to only $104,663, while Malaysia did not take any.

The tangerine growers of Florida have not shared this attitude toward exports, or subsidies, for there is little demand for tangerines abroad. Furthermore, surpluses have occurred from year to year on the domestic market and the Florida Tangerine Cooperative has opposed competition of "off-shore fruit." The Hawley-Smoot Tariff did not provide for

[1] U. S. Department of Agriculture, Production and Marketing Administration, Fresh and Processed Orange Export Program (Fiscal Year 1952), Section 517.302.

TABLE 36

CITRUS AND CITRUS PRODUCTS EXPORTED TO EUROPE AND MALAYSIA UNDER THE U. S. GOVERNMENT EXPORT PROGRAM [1]

Commodity	Unit	Quantity 1950-51		Quantity		Approximate Value of Fresh Citrus & Citrus Products From Which Citrus Products Were Produced [2]	
		California & Arizona	Florida	California & Arizona	Florida		Florida
				1951-52			1950-51
Fresh Fruit	Box						
Oranges		2,556,467	.....	2,957,279	116,608	$	$ 185,534
Grapefruit		138,552	30,438	114,941	37,586	58,962	57,131
Single-strength Juice	Case 24/2's						
Oranges		1,020	248,946	12,323	267,392	394,429	269,200
Grapefruit		850	170,433	3,650	174,467	252,050	125,411
Blended		...	25,627	.....	20,779	39,028	24,298
Concentrated Juice	Gallons						
Orange		271,789	761,005	65,590	22,473	2,825,683	58,957
Grapefruit		44,700	.....	20,410	5,895	.....	16,401
Fruit Sections	Case 24/2's	.....					
Grapefruit		.....	10,734	.....	4,276	13,074	4,549
G'fruit - Orange		.....	120	.....	.....	168	.....
Citrus Salad	Case 24/2's	.....	...	.....	35	...	32
Total value of exports from Florida						$3,577,394	$ 761,520

[1] Source of data, letters from Mr. Minard F. Miller, Field Representative, U. S. Department of Agriculture, Lakeland, Florida, December 5, 9, 16, 1952.

[2] Approximate values arrived at by multiplying the average price of sales of fresh fruit by the number of boxes of fresh fruit and the equivalent number of boxes from which the citrus products were produced.

Prices Per Box of Fresh Citrus

Oranges:	1950-51. . . $2.33	Grapefruit:	1950-51. . . $1.74
	1951-52. . . 1.99		1951-52. . . 1.52

any duty on foreign tangerines, but where it fails it is occasionally supplemented by the so-called "invisible" or "administrative" tariff. Consequently, the Bureau of Plant Quarantine by "Quarantine Number 28" has prohibited the entry of citrus fruit from countries where the citrus canker disease is reported to occur. Japan, the only important exporter of tangerines, or mandarines, as they are called abroad, has been reported as being troubled with the citrus canker.[1] The only potential tangerine competitor from abroad has thus been excluded from the United States market.

The above facts, in relation to the tangerine industry, are presented only to indicate that even within the citrus industry there is no agreement as to what the effects of the commercial policy of the United States should be or are.

The Federal Government, generally opposed to combinations in restraint of interstate commerce, specifically exempts associations of United States individuals and corporations engaged in export trade from the anti-trust laws by the Export Trade Act of 1918 (Webb-Pomerene Law). One of the industries in the United States taking advantage of this exception has been the phosphate industry in Florida.

The producers of hard rock phosphate and pebble phosphate joined with French North African producers in dividing up the world markets for phosphates, and fixing prices for the various markets from time to time.[2]

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[1] Tampa Morning Tribune, May 26, 1952, p. 7.

[2] Edward E. Pratt, The Foreign Trade Handbook (Chicago: Dartnell Corporation, 1946), pp. 1267-1270.

They seem to have been successful in taking advantage of their monopoly power and the elasticity features of each separate market, for they reduced prices substantially for phosphate within their own countries, an objective of their agreements. The average price per ton of one grade of phosphate sold in the United States actually fell from $2.33 per ton in 1933 to $1.71 per ton in 1939, whereas the average mine value of Florida pebble phosphate rock exported increased from $1.13 per ton in 1933 to $5.30 in 1949.[1]

If the phosphate producers have been successful in making greater profits by keeping prices at the most profitable level and selling less, the value and volume sold abroad by Florida is less than that which would have been sold abroad had the Federal Government not permitted them to combine. For their rapidly decreasing marginal receipts in the relatively inelastic markets for phosphate would have prompted them to place smaller quantities of phosphate on those markets. The crucial point in this matter is, however, whether the Florida phosphate producers would have been able to sell in the European markets, and at what prices, if they were not members of the international cartel. Many foreign cartels have succeeded in the past in excluding Americans from foreign markets, and some foreign concerns have combined to avoid competition in the purchase of United States products. It was to correct these abuses against United States exporters that the Federal Government enacted the Webb-Pomerene Law. Consequently, Florida's producers may be exporting more rather than less phosphate as a result of this exception to the anti-trust laws.

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[1]Stephen Enke and Virgil Salera, International Economics (New York: Prentice-Hall, Inc., 1947), p. 396.

the price of coffee which began to rise after the signing of the Inter-American Coffee Agreement by the United States in November, 1940, and has continued to rise even after the lapse of the agreement, has made many people question the desirability of the participation of the United States Government in agreements for the allocation of basic commodities in world trade. From the announced proposals and policies of the Federal Government, it appears, however, that it is increasing its collaboration rather than decreasing it due to "military necessity." Among the recommendations in a report on foreign economic policy, it was stated that:

> While it would be undesirable to substitute comprehensive allocation and export controls for the operation of market forces over the entire area of international trade, domestic priority and allocation powers will probably need to be supplemented by a broadened use of export controls, which are now used chiefly to limit shipments of certain types of commodities in the interest of national security . . . Obviously the use of interferences with the normal flow of international trade should be held to the necessary minimum.[1]

The Council of Economic Advisers has said that,

> The most immediate restraint on production, both in the United States and throughout the free world, continues to be the limited supply of certain raw materials.

And

> Pricing and related devices for encouraging production of essential metals and minerals deserve continued judicious use. First, guaranteed floor prices in long-term procurement contracts are now being used, and can be extended where necessary. Floor price guarantees help to increase domestic and foreign supplies of raw materials, by eliminating the risk of a post-emergency decline to levels which would make additional production and investment unprofitable. Second, where the costs of domestic or foreign marginal mines producing essential scarce minerals exceed United States price

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[1] Gordon Gray and Staff, op. Cit., p. 92.

ceilings, the use of premium prices or their equivalent would be desirable in cases where protection from abuses can be assured. Premiums should be limited in time and amount, and should apply only to the high-cost portion of output. The same policy is appropriate to encourage new development projects.[1]

Florida is not the source of any important quantities of metals, minerals, fuels, or any other basic materials or foodstuffs. Any attempt, therefore, to administer foreign trade and guarantee floor prices will not affect or benefit Florida as a producer or exporter. Yet, it will certainly modify the state's freedom and advantage, due to its direct connection by sea with foreign countries, of importing from abroad commodities in short supply within the United States. Furthermore, the prices of such imports as petroleum, nitrates, beef, sugar, coffee, and sisal, over which some degree of control has always been practiced, will be affected.

Agricultural Assistance and Labor Policy

When the Reciprocal Trade Agreements program was originally proposed, one of its main objectives was to relieve agriculture in the United States of the burden imposed upon it by the high protective tariff. Mr. Henry A. Wallace, Secretary of Agriculture at the time, stated that, if the United States continued its protectionist policies, fifty million acres would have to be retired from cultivation.[2] The Reciprocal

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[1]Economic Report of the President Transmitted to the Congress, January 1952; Council of Economic Advisers, The Annual Economic Review (Washington: Government Printing Office, 1952), p. 105.

[2]Henry A. Wallace, "America Must Choose," World Affairs Pamphlet No 3 of the Foreign Policy Association, cited in Paul V. Horn, International Trade, Principles, and Practices (New York: Prentice-Hall, Inc., 1945), p. 194.

Trade Agreements program was advocated, therefore, in order not to put too great a burden on either manufacturing or agriculture. However, the subsequently inaugurated program of supporting the prices of various commodities, usually above the levels prevailing in world markets, definitely has not acted as an encouragement to agricultural exports. In the case of Florida, it has been mainly responsible for the end of the raw cotton exports from the state, though cotton was the leading export of Florida for a hundred years. Exports to Europe of unmanufactured tobacco, another former leading export of Florida, declined during the early part of the depression of the 1930's, and have never risen since then, probably as a result of its supported price. The cotton and tobacco manufactures exported by Florida at present are sent mainly to the Caribbean.

The Commodity Credit Corporation has included on the average since World War II 65 to 70 per cent of agricultural products under price supports, leaving approximately 30 to 35 per cent without any such supports. The effect of this program upon the various regions of the United States depends upon the crops produced by them, some areas having the prices of 30 per cent of their crops supported while others may be in the reverse position. Florida is one of the areas which has had only a small percentage of its total agricultural production coming under the price support program. Table 37 shows that during the 1950-51 season only 6 per cent of the total agricultural production of Florida came under the mandatory price supports of the Agricultural Act of 1949, and hardly any under the permissive price supports. Actually, the importance of price supports is not as small as this percentage indicates, for naval stores, a forestry product amounting to $31,548,000 in 1950, have been price-

supported.[1] The present program, therefore, of "assisting" agriculture by price supports does not affect the exportation of Florida's farm products as much as those of other states, for a much smaller percentage of its agricultural production is put at a price disadvantage in the world markets than those of other states. If the supports should be relaxed, or the so-called Brannan plan carried out, when there was a tendency for agricultural prices to fall, the impetus for exports of agricultural products to increase as a result of lower prices would be felt less in Florida than in other states. It should be added, however, that a larger percentage of Florida's agricultural products could be placed under permissive price supports by the Federal authorities, as the Agricultural Act and Defense Production Act of 1951 now stand, if production quotas were accepted by farmers and other measures taken. What the effects of such an expansion of the program might be on the exportation of Florida's agricultural products would depend upon which products were price-supported. For example, in the event fruits and vegetables came under price supports, exports of fruits would be affected more than vegetables, for only a few Florida vegetables are exported abroad while substantial amounts of citrus and melons are exported.

The high wages of workers in the United States have been cited by various American industries as a reason for their inability to compete in domestic and foreign markets with foreign industries paying relatively lower wages, and the winter-vegetable industry of Florida has requested tariff protection on that basis. Many industries in the United States and Florida have sought exemption from the provisions of the Fair Labor

[1]Florida Forest Service, Special Report (Tallahassee, April 1952), p. 1. (Mimeographed)

TABLE 37

THE VALUE OF AGRICULTURAL PRODUCTION IN FLORIDA DURING THE 1950-51 SEASON[1]

Agricultural Groups	Value		Per-centage
Groups Under Price Supports			
Mandatory			
Corn	$13,955,000		
Tobacco, flue-cured	9,796,000		
Peanuts	5,609,000		
Cotton	2,569,000		
Honey	2,304,000		
Tung nuts	512,000	$ 34,950,000	6.0
Permissive			
Oats	418,000		
Hay	926,000	1,344,000	0.2
Total		$ 36,296,000	6.2
Sugar cane (syrup, sugar, molasses)		12,291,000	2.1
Other general field crops		14,116,000	2.4
Citrus fruits		229,259,000	38.9
Other fruits & melons		14,895,000	2.5
Vegetables		140,968,000	23.8
Miscellaneous crops & specialties		17,867,000	3.0
Livestock		59,422,000	10.1
Poultry, eggs & dairy products		64,759,000	11.0
Total Value of Agricultural Production		$589,867,000	100.0

[1] Statistical data derived from Florida State Department of Agriculture, Annual Fruit and Vegetable Reports Production, Transportation, and Marketing Analysis 1950-51 Season (Jacksonville: Florida State Marketing Bureau, 1951), p. 4. (Mimeographed).

Standards Act, maintaining that the enforcement of the provisions would increase their labor costs and make it financially unable for them to continue to operate. The lumber and naval stores industries have been successful in achieving exemption from the minimum wage and overtime pay provisions of the Act (forestry labor), as a result of such arguments. Due to competition from other countries in naval stores, there is reason

to believe that the naval stores industry would be placed in a difficult position in relation to its foreign markets, if it had to increase prices in order to cover higher labor costs. It will, however, be in a similar position if prices abroad fall and prices of United States naval products are maintained at a relatively higher level by the price support program under which the industry has succeeded in the past in placing its products.

Fiscal and Monetary Policies

One of the observed trends in Florida's foreign trade during the 36-month period of this study was a continuous increase in exports to Europe from Florida, which was in contrast to a continuous decline in total United States exports to Europe. Florida's exports to Europe rose from nearly eleven million dollars during 1948 to twenty-four million in 1950, a 122 per cent increase, while United States exports to the same continent decreased by more than 20 per cent.

Considering the fact that this study covers the first three years of the Marshall plan aid to Europe, when United States exports were receiving an actual subsidy through the Federal Government's gratuitous appropriations and loans to the European countries, Florida seems to have benefitted more than other sections of the country by such financial assistance to Europe.

The commodities generally regarded as having received a "hidden" subsidy under this aid are tobacco, cotton, wheat, corn, automobiles, agricultural machinery and various types of industrial machinery. Of these, Florida produces only relatively small quantities of unmanufactured tobacco and cotton, and exports hardly any cotton and tobacco manufactures

to Europe. The agricultural and industrial machinery shipped from Florida goes to Cuba and the other Caribbean countries.

Florida's rising trend was not due, therefore, to an increase in the exportation of the more "publicized" commodities benefiting from the Marshall plan aid, but to certain commodities which are relatively insignificant, on the basis of their value as United States exports, namely, animal feeds and fodders, phosphates, naval stores, and wood pulp.

In other words, while the United States exports to Europe of tobacco, tobacco manufactures, cotton textiles, automobiles, industrial machinery, wheat, other grains, and flour were decreasing despite the increasing financial aid to Europe, Florida's exports, composed of products shipped mainly from the southeastern United States and not regarded as important United States export commodities, increased.

In reference to this "hidden" subsidization of certain Florida exports, "The Report of the Joint Congressional Committee on the Impact of Federal Policies on the Economy of the South," whose opinion was that "a billion dollars appropriated by the United States Government for social security, for building roads, hospitals and the like, has just as great effect in maintaining demand for the products of American industry and agriculture as does a billion dollars given as a grant-in-aid to, say, the Patagonians to enable them to pay for imports from the United States,"[1] made the following statement:

> In the case of the agricultural staples, such as cotton and tobacco, however, it must be admitted that an additional billion dollars given away to foreigners by our

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[1]Calvin B. Hoover and B. U. Ratchford, op. cit., p. 50

> Government is likely to have a somewhat greater effect in increasing the demand for these commodities than is an equal amount spent domestically for relief, or for public works or the like. This is likely to be true because of a somewhat greater elasticity of demand for these commodities by foreign consumers than at home, when sufficient money to alleviate any so-called dollar shortage is provided without cost to the recipient governments.[1]

If this be true of tobacco and cotton, how much truer it must be of phosphates, naval stores, wood pulp, and animal feeds and fodders. It is likely, therefore, that the elasticity of demand for these Florida-produced commodities is greater in Europe than in the United States, and their elasticity of demand in Europe is greater than that of the principal United States commodities exported to that continent.

Florida was, consequently, in a more advantageous position than other states to increase its exports to Europe when financial aid was extended to Europe, and did increase them. The percentage of Florida's total exports going to Europe rose from 8.8 per cent in 1946 to 18.1 per cent in 1950, with the 122 per cent increase in exports to that continent, a period during which the percentage of the total United States exports went to Europe remained practically stationary.

This increase in Florida's exports was due in part to the manner in which the European countries have administered their import trade since World War II. The European countries have tried by imposing quotas, licensing systems, etc., to import only essential goods in order to save their foreign exchange, and whenever possible to buy their imports from non-dollar areas. Even when commodities of the same type and quality were available at lower prices in the United States, the European countries

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[1] Ibid., p. 50.

have acquired these commodities from other countries in order to save their dollars for commodities available only from the United States. This policy has been relaxed when the difference in prices has been so great that substantial savings of foreign exchange can be realized by making purchases in the United States. Florida's exports of phosphates, naval stores, wood pulp, and animal feeds appear to have fallen into the category of essential goods not available in large quantities from non-dollar areas of the world or available from Florida at very low prices.

Florida's other products are probably classified as either semi-luxury goods or products available at reasonable prices from other parts of the world and, consequently, are not imported in volume. This was most likely the case of oranges, grapefruit, and their products (citrus fruit are regarded in many European countries as a "luxury" fruit). The European countries imported citrus and citrus products from Spain, Israel, and the West Indies, until 1950, when the subsidy program of the Federal Government made California and Florida citrus available at low enough prices to justify their purchase with dollar exchange.

Financial aid to Europe, therefore, has affected the exportation of only a few specific commodities from Florida. If closer coordination is achieved of the commercial and fiscal policies of the Federal Government, as they apply to European aid, the exportation of other Florida products to Europe might increase. Many proposals have been made to decrease even further the United States customs tariff and have the Federal Government influence the European countries to lift various trade barriers. If these proposals should be accepted and carried out, the effects of our financial aid to Europe would be spread more widely.

The economic plans drawn up by the United States and its allies during World War II had called for the use of the indirect methods of monetary policy in postwar international trade. Both the International Monetary Fund and the International Bank for Reconstruction and Development were set up for the purpose of assisting the nations of the world after the war in their monetary policies, by stabilizing exchange rates, facilitating the flow of long-term capital, and achieving somewhat of an equilibrium in their international transactions.

Contrary to plans, however, greater reliance was made upon direct financial aid from the United States in the postwar period than expected. By 1949 it was realized that the "dollar gap" could not be continuously bridged by United States financial assistance, and that resort to the indirect methods of monetary policy would have to be made. In order that imports from Europe might increase and exports from the United States to Europe decrease, either the United States had to increase the value of the dollar relative to the European currencies, or the European countries had to devalue their currencies. Europe, dependent upon United States assistance, was called upon to make the necessary adjustment.

Florida responded to the devaluation and the resulting lowered prices of European commodities because imports of automobiles, potassic fertilizers, chemicals, chemical products, iron and steel products, and alcoholic beverages increased. Contrary to what might have been expected Florida did not suffer any decrease in exports to Europe for, as explained previously, the elasticity of demand for Florida's exports in Europe was most likely greater than the elasticity of the average United States

exports to Europe.

Furthermore, imports from the European possessions in the Caribbean increased, for their currencies are tied to those of their European possessors. Jamaica increased its various exports to Florida, and Trinidad and the Netherlands Antilles sent 4-1/2 million dollars worth of petroleum products. In the case of the European possessions, the desired result of reduced exports occurred. Exports to the British possessions of Barbados, Trinidad, and Tobago decreased, and exports to the French West Indies practically disappeared. Only the Netherlands Antilles increased their imports from Florida during 1950.

The above facts indicate that the monetary policy of the Federal Government, as it is employed in conjunction with the International Monetary Fund and other world powers, influenced the volume and direction of Florida's import trade during the thirty-six months of this study. In comparing the effects of the Federal Government's policies, it may be said that the fiscal policy influenced to a greater extent Florida's exports, while the monetary policy influenced Florida's imports.

Transportation Policy

Port Differentials

The Interstate Commerce Act of 1887, as amended by the Transportation Act of 1940, declares that the national transportation policy of the United States be administered so that it will, among other things, " . . . promote safe, adequate, economical and efficient service and foster sound economic conditions in transportation and among the several

carriers; . . . encourage the establishment and maintenance of reasonable charges for transportation services without unjust discrimination, undue preferences or advantages, or unfair or destructive competitive practices; . . ."[1]

One of the many problems the Interstate Commerce Commission has had to face for more than half a century, in the administration of this policy according to the above instructions of the United States Congress, is that of competing ports and railway carriers attempting to gain an advantage over one another in the flow of foreign and domestic trade to and from important markets by adjusting rate structures in a manner favorable to themselves.

In an attempt to permit the more equitable sharing of trade by the various ports of the United States, and the carriers serving them, carefully adjusted differences in rates called "port differentials" have been voluntarily agreed upon by the carriers or imposed by the regulatory authority of the Interstate Commerce Commission. Their imposition more than a half a century ago was one of the earliest instances of the recognition of the distance principle, though distance has not been recognized by the Interstate Commerce Commission as the controlling factor in determining the question of port differentials,[1] since it first declared that the "port differentials were subject to all the provisions of the Interstate Commerce Act.

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[1]Transportation Act of 1940. Part I, cited by Truman C. Higgins, Transportation Principles and Problems (New York: McGraw-Hill Book Company, Inc., 1947), p. 190.

[2]New York Chamber of Commerce v. N.Y.C. and H. R.R. Co., 2 I.C.C. 55 (1912).

The ports of the Florida peninsula have never had their rates adjusted for exports and imports in such a manner as to equalize the opportunity between them and the other Atlantic and Gulf ports in acquiring the trade of the interior of the southeastern United States. This is a result of decisions of the Interstate Commerce Commission declaring that extensive grouping of port equalization, even though justified by competition, is unlawful if localities and shippers are injured by disregarding substantial differences in distance,[1] and that undue prejudice results if one port has a significant advantage in distance and operating conditions and it is disregarded by the equalization of competing ports.[2]

The railroad carriers operating in Florida, therefore, have not made any equalization, for they maintain that there are substantial differences in distance and operating conditions between the peninsula ports of Florida and the other Atlantic and Gulf ports.

The structure of the import and export rates have thus put the peninsula ports at a disadvantage, especially in relation to New Orleans, which has obtained some of the more favorable adjustments in its rates, due to its geographic advantage of being located at the mouth of the Mississippi River, enabling its shippers to use lower water rates and forcing the railway carriers to lower their rates in order to compete with the water carriers.

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[1] Mobile Chamber of Commerce v. Mobile and Ohio Railroad Company, et al. 57 I.C.C. 554 (1920), Inland Empire Shippers' League v. Director General, Oregon-Washington Railroad Company, et al. 59 I.C.C. 321 (1920).

[2] Public Service Commission of Oregon v. Director General Oregon-Washington Ry & Navigation, et al. 62 I.C.C. 633 (1920).

The differential structure between the peninsula ports and the other South Atlantic and Gulf ports was set up in 1934 by the Investigation and Suspension Dockets 3718 and 3870[1] which prescribed a basic differential of 65 cents per 100 pounds on first class freight from Chicago over the rates to New Orleans or Jacksonville, whichever is highest. (The rates to New Orleans from Chicago were equalized with those to Baltimore at that time.) The peninsula ports attempted to change this basic differential before and during World War II,[2] but were unsuccessful until 1946. As a result of a conference of the interested parties from South Florida and the railway carriers, an agreement was reached on May 20, 1946, establishing a basic differential of 35 cents per 100 pounds on first class freight, which originates or terminates in foreign countries with the exception of Canada. This also decreased the differentials on the other classes, for they are based on the percentage which each class bears to first class freight. For instance, second class freight is 85 per cent of first class, third class freight is 70 per cent. The differentials, therefore, would be approximately 30 cents on second class freight and 25 cents on third class freight originating or terminating in Cuba. The differentials are very small on the lower classes of freight, but this is of little significance because there is little competition for the bulkier types of freight by the peninsula ports. The differentials on commodity rates are arbitrarily set, mainly on the basis of competition, and no description of them can be given.

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[1] Import and Export Rates To and From Southern Ports, 205 I.C.C. (1934).

[2] Automobiles to Southern Ports for Export, 216 I.C.C. 113, 123 (1936).

the opinion of the individuals directly connected with this question of differentials, in Jacksonville, West Palm Beach, and Fort Everglades, was that the decrease in the differentials after the war has had little effect upon the trade flowing in and out of the peninsula ports.

The trade of West Palm Beach was certain to increase with the re-establishment of the railroad car ferry service with Havana, Cuba. The West India Fruit and Steamship Company has adjusted its ocean rates to offset the differential disadvantage to New Orleans and other ports. The following table shows the difference in rates for the shipment of packing house products to New Orleans and to West Palm Beach from various cities of the interior, a differential the company is compelled to absorb in order to meet the competition from New Orleans.

TABLE 38

RATE SCHEDULE OF PACKING HOUSE PRODUCTS SHIPPED TO NEW ORLEANS, LOUISIANA, AND TO PORT OF PALM BEACH, FLORIDA, EFFECTIVE MAY 2, 1952[a]

From		Rates in Cents per 100 Pounds To				
		New Orleans, La		West Palm Beach, Fla.		
		Base Rate	X-1688 X-1758	Base Rate	X-1688 X-1758	Diff.
Cairo	Ill.	69	.87½0	86	1.1155	.2455
Chicago	Ill.	83	1.0465	96	1.2190	.1725
Cincinnati	Ohio	69	.87½0	82	1.0350	.1610
Des Moines	Iowa	95	1.1960	111	1.3915	.1955
Indianapolis	Ind.	75	.95½5	86	1.1155	.1610
Louisville	Ky.	69	.87½0	82	1.0350	.1610
Madison	Wis.	88	1.1155	103	1.2995	.1840
Milwaukee	Wis.	85	1.0810	98	1.2420	.1610
Omaha	Nebr.	101	1.2650	117	1.4720	.2070
St. Louis	Mo.	83	1.0465	96	1.2190	.1725
St. Paul	Minn.	101	1.2650	117	1.4720	.2070
Sioux Falls	S.D.	101	1.2650	117	1.4720	.2070

[a]Issued by S. L. Elliot, Jr., Manager of the Rate Department, West India Fruit and Steamship Company, Inc., West Palm Beach, Florida. April 22, 1952.

The Interstate Commerce Commission has long recognized that whether or not foreign trade will move through a port depends upon the combined rail-and-water rate to, or from, foreign countries and not simply the export or import rail rate.[1] It has also recognized that it has no jurisdiction over ocean rates, and must deal with the question of port differentials as though they were destinations and not gateways. Hence, the West India Fruit and Steamship Company is able to compete effectively with New Orleans, free from interference of the Commission, on the basis of lower ocean rates.

West Palm Beach can not achieve equalization with other ports of the Atlantic and Gulf on the basis of this advantage, for the Commission does not recognize ocean rates as a permanent basis upon which to construct export and import rates. Equalization, according to the Interstate Commerce Commission, must rest upon substantial, fairly permanent, and controlling facts, and natural relationships in order that it be proper and lawful.[2]

The present officials of the West India Fruit and Steamship Company do not ask that rates to West Palm Beach be equalized with those to other ports which have geographical advantages over that Palm Beach; but they do believe that density of traffic, the ratio of empty to loaded car mileage, and other operating conditions have changed since the differential was last altered, and that as a result it should be decreased.

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[1] New England Investigation, 27 I.C.C. 560. 613 (1913).

[2] Inland Steel Company v. Director General, 57 I.C.C. 339. 340 (1920).

The Port Authority of Port Everglades is of the opinion that their port is unduly discriminated against by the 35 cent differential, and that a single decrease in the differential is not enough. Even if a 1 cent differential continues to exist on first class goods, it will be sufficient to discourage traffic from passing through Port Everglades.

Similar opinions prevail in Miami and Tampa, and as a result the peninsula ports seek the complete elimination of the differential, and have made repeated efforts to obtain a decision to that effect from the Interstate Commerce Commission.[1]

It seems highly improbable that the differential will be eliminated completely, because one of the basic reasons for its imposition is the greater "length of haul" of shipments to the peninsula ports, and the Commission has prescribed a minimum differential of 10 cents a car mile, or 5 mills per ton mile on all hauls.

The continental ports have had their export and import rates adjusted satisfactorily to them in relation to the other South Atlantic and Gulf ports,[2] though even in this case New Orleans has a slight advantage, especially in the differentials on certain commodity rates. It should be emphasized, however, that the differentials on commodity rates depend upon the origin and the destination of the commodities exported or imported.

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[1]Tampa Traffic Association et al. v. Aberdeen and Rockfish Railroad Company et al., 272 I.C.C., Docket 29520 (1950), Broward County Port Authority et al. v. Aberdeen and Rockfish Railroad Company et al., 281 I.C.C. (1952).

[2]Export and Import Rates To and From South Atlantic and Gulf Ports, 169 I.C.C. (1930); Export and Import Rates To and From Southern Ports, 203 I.C.C. (1934).

Table 39 presents an example of the differentials on the commodity rate for condensed or evaporated milk, which has been adjusted for exports from the Gulf, South Atlantic, and South Florida ports. This commodity rate was chosen for an example because it is one of the less complicated rates and large quantities of evaporated milk are exported from Florida's ports.

In reference to Table 39, it should be noted, first, that the rates apply only to shipments of milk originating in the states of Illinois, Wisconsin, Minnesota, and Iowa; and, second, that the destination shroud of the shipments determines which of the two rates for each group of ports applies to the shipments. The table shows that the peninsula ports of Florida are at a disadvantage in relation to the continental ports of Florida and the ports of other southern states. Despite this, the peninsula ports shipped the greater part of the evaporated milk exported from Florida, while Jacksonville, a port to which the South Atlantic rate applies, did not ship any during the period of this study. It should be added, however, that all of these evaporated milk exports went to Cuba. Large quantities of condensed milk are exported from the United States to many ports of the world by New Orleans[1] and other Gulf ports, but Florida's exports were confined to Cuba. The peninsula ports, therefore, appear to have been able to overcome the differential only in the case of exports to Cuba, while Jacksonville does not appear to have overcome the differential.

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[1] U. S. Department of the Army, Office of the Chief of Engineers, "Commercial Statistics," op. cit., p. 1712.

TABLE 39

COMMODITY RATES ON CONDENSED AND EVAPORATED MILK SHIPPED TO "SOUTHERN PORTS" FOR EXPORT[1]

From		Application[2]				
		A	B	C	D	E
		(Cents per 100 Pounds)				
Aubey	Ill.	67	64	72[a] 72[b]	67	64
Berlin	Wis.	75	72	83	75	75
Burlington	Wis.	67	64	75	67	67
Columbus	Wis.	74	71	82	74	74
Minneapolis	Minn. . . .	93	90	103	93	93
Rochester	Minn. . . .	88	85	98	88	88
Waverly	Iowa . . .	89	86	99	89	89
Dixon	Ill.	67	64	72[a] 72[b]	67	64

[1]Southern Ports Foreign Freight Committee, Export Freight Tariff No. 2036-J (Chicago: M. M. Hagstad, 1951), p. 166.

"The rates apply to the "Southern Ports" as follows:

A. Apply to Gulf ports (excluding South Florida ports) for exports with destinations NOT located in Canada, Europe, Africa, and the East Coast of South America.

B. Apply to Gulf ports (excluding South Florida ports) for exports to Europe, Africa, and the East Coast of South America.

C. Apply to South Florida ports for exports to foreign countries except Canada.

D. Apply to South Atlantic ports for exports with destinations NOT located in Canada, Europe, Africa, and the East Coast of South America.

E. Apply to South Atlantic ports for exports to Europe, Africa, and the East Coast of South America.

[a]Apply to South Florida ports for exports with destinations NOT located in Canada, Europe, Africa, and the East Coast of South America.

[b]Apply to South Florida ports for exports to Europe, Africa, and the East Coast of South America.

Since the differentials vary with each commodity rate and each class rate, the effects of each rate vary on each commodity which is

exported, or might be exported, from Florida's ports. Consequently, the region of the United States from which commodities are acquired for export and the countries to which they are exported depend upon the differentials of the applicable class or commodity rates. Similarly, the country from which commodities are imported and the region in the United States to which they are shipped depend upon the differentials of the applicable rates. The differentials, per se, would tend to discourage the exportation of commodities from the interior of the United States by the peninsula ports, but not necessarily by the continental ports of the state because the differentials are very small in the latter case. The peninsula ports appear to have overcome the disadvantage of the differentials only in the exportation of meat products, dairy products, animal oils and fats, vehicles, and machinery. In order to express a definite opinion of the effects of the differentials on each commodity that is, or is not, exported and imported by Florida's ports, extensive research would have to be undertaken. The origin and destination of each commodity exported or imported by the Gulf and South Atlantic ports would have to be determined, and the influence of the applicable freight rates on their movement analyzed.

The Interstate Commerce Commission may be quite justified in maintaining its present position in relation to the differentials of the peninsula ports, because it has stated that it does not intend to encourage waste in rail transportation by carrying beyond reasonable limits the policy of port equalization.[1]

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[1] Galveston Commercial Association v. G.H. and S.A. Ry., 128 I.C.C. 349, 369 (1927).

It has also declared that there is no justification for carriers to maintain port differentials which are not based on anything except historical background, for they prevent the Commission from arriving at a simple class-rate structure free from undue prejudice.[1] In view of the docket effective May 31, 1952, imposing one group of class rates east of the Rocky Mountains and eliminating the Florida arbitraries,[2] the peninsula ports may be more successful in their attempts to do away with part of the differential.

The only commodities in the foreign trade of Florida which will be affected by the discontinuance of the Florida arbitraries are the few that either have not had their rates adjusted for exports and imports or do not move under commodity rates.

Promotion of Water Transportation

The Interstate Commerce Commission has been directed by the United States Congress to administer the national transportation policy, in the preceding manner, "all to the end of developing, coordinating, and preserving a national transportation system by water, highway, and rail, as well as by other means, adequate to meet the needs of the commerce of the United States, of the Postal Service, and of the national defense."[3] Congress, however, has not been content merely to regulate carriers and

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[1]Eastern Class Rate Investigation, 164 I.C.C., 314, 417 (1930); 171 I.C.C. 121 (1931).

[2]Class Rate Investigation, 1939, 262 I.C.C., Dockets 28300, 28310 (1945).

[3]Transportation Act of 1940, Part I, cited by Truman C. Higbee, op. cit., p. 190.

their relationship with the various ports of the United States. It has also rendered direct financial assistance to the ports through the "Rivers and Harbor Acts" and promoted a larger merchant fleet with the "Merchant Marine Acts" in order to develop adequate means of water transportation, mainly for the purpose of national defense.

The improvement of Florida's harbors by the Corps of Engineers under the "River and Harbor Acts" has, undoubtedly, assisted the ports to carry on trade with foreign countries, for only a few of the ports could accommodate ocean-going vessels prior to the 1930's. Actually, there does not seem to be an inlet, cove, lagoon, or rivus south in Florida which has not had some work performed on it under the Acts, and the improvements on such places may have benefitted the fishing industry and the tourist trade by widening, deepening, and linking the waterways for fishing and sporting craft. It is doubtful, though, whether the improvements other than those made on the harbors have had any effect upon the state's trade, foreign or domestic.

Of all the authorized projects on Florida's waterways, none has received more publicity than the Atlantic-Gulf Canal. Plans and proposals for such a canal were advanced even before Florida became a state, and finally a ship canal was started by executive order during 1935. In addition to the effects it was to have on the unemployment situation at that time and the national defense,[1] it was also stated that the canal would "reach and 600 miles to the south and draw into intimate contact with our state [Florida] the greatest merchant fleet in the world . . .

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[1]U. S., 75th Congress, 1st Session, House Document 194, Atlantic-Gulf Ship Canal, Florida. (Washington: Government Printing Office, 1938).

for . . . the greatest artery of ship travel in the world now misses the state of Florida entirely and goes through the straits between Cuba and Key West."[1]

Despite such claims advanced in favor of the ship canal, construction was discontinued the following year when Congress failed to make the necessary appropriations. A smaller Borge canal was authorized and approved by Congress in 1942,[2] though no significant appropriations for its construction have ever been granted. It seems, however, that once such a project is started, it never completely fades away, and the Annual Report of the Chief of Engineers for 1950 records the following entries in the report on the Cross-Florida Barge Canal:

Other new work data:[3]

Unobligated balance, June 30, 1950.	$1,193.88
Estimated additional amount needed to be appropriated for completion of existing project	$83,150,300.00

The existing project provides for a canal 184.4 miles long with a depth of 150 feet, requiring five locks 75 feet wide, 500 feet long, and 13 feet deep over the sills, to extend up the St. Johns River, part Palatka, through the valley of the Oklawaha River, across the divide, and

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[1]Hunter L. Lowry, Jr., General, The Florida Gulf-Atlantic Ship Canal. (Speech delivered before the students of the College of Engineering, University of Florida, January 17, 1936), p. 6. (Typewritten).

[2]Public Law 675, Seventy-seventh Congress, approved July 23, 1942.

[3]U. S. Department of the Army, Office of the Chief of Engineers, Report Upon the Improvement of Rivers and Harbors in the Jacksonville, Florida District, p. 745.

down the valley of the Withlacoochee River to the Gulf of Mexico, about 95 miles north of Tampa, Florida.[1]

Even though the canal might not be economically justifiable, it may be constructed in the future as a defense measure or relief project, in which case the traffic passing through the canal might stimulate considerable intransit trade for Florida and some foreign and domestic trade.

The efforts of the Federal Government to maintain in operation a fleet of ocean-going vessels adequate for its wartime requirements does not affect Florida's foreign trade to any great extent, because the United States Maritime Commission shows no preference or discrimination in subsidizing either the operation of ships of any particular state or region, as their construction.

The method of subsidizing ships for maintaining specific routes, which the ships otherwise would not have maintained along the South Atlantic and Gulf Coast ports to certain foreign countries, does assist the Florida ports to trade with countries which would, otherwise, have had direct connections only with such major ports as New York, Philadelphia, and Baltimore. To that extent, Florida's foreign trade is affected by the actions of the United States Maritime Commission.

Reciprocal Air Transit and Transport Agreements

Airways are more like waterways and highways, than railways, for airways are used by private, contract, and common carriers competing among themselves. As a result, the Federal Government has never exercised as strict control over air transportation as it has over rail transporta-

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[1] Ibid., p. 713.

tion, nor has Congress delegated powers to the Civil Aeronautics Authority as extensive as the powers given to the Interstate Commerce Commission. The extent and volume of international air operations during World War II, however, forced the Federal Government to establish limited regulations on international air transportation in conjunction with the other nations of the world. Many proposals were put forth at that time as to the type of regulation to be exercised by the United States and other countries. These proposals varied from those advocating the strictest of controls to those desiring a type of "free trade" or "freedom of the seas" agreement for air transportation. The latter type, whereby the free movement of goods and persons would have been encouraged, was advocated in order that commercial air transportation might be allowed to develop to the greatest degree possible. The United States supported the most liberal agreement possible; and even though two multilateral agreements were signed at the International Civil Aviation Conference in Chicago during 1944, they left much to be desired.

The Federal Government has negotiated by necessity reciprocal agreements with individual countries in order to regulate the traffic by air with those countries and acquire franchise rights for the operation of United States certified airlines to and through those countries. By 1951, the United States had negotiated agreements with forty different countries.

At present, the volume of Florida's trade transported by air is relatively small in comparison to that transported by water. In the future, however, as trade by this means of transportation continues to grow, these

reciprocal agreements will increasingly influence the direction of Florida's trade, rather than the type of commodity to be exported or imported, because they affect trade in a manner similar to the reciprocal trade agreements. The relatively high cost of air transportation will influence the type of commodity to be exchanged by air for a long time to come. It is difficult to foresee what will be the effect of these reciprocal agreements upon Florida's trade with countries in the Caribbean and South America, because all of the agreements differ and they have only recently been inaugurated. Undoubtedly, however, the willingness and ability of the Federal Government to negotiate such agreements will determine whether or not Florida will be able to take full advantage of its strategic location in relation to the present international air lanes.

CHAPTER V

FLORIDA, A MARITIME STATE AND TRADE CENTER

Florida differs from the other states of the Union not only by its sub-tropical climate, but also by the fact that it has a 3,751 mile long coast line,[1] and all parts of the state are within 75 miles of the sea. It is, therefore, a maritime state, with substantial fishing and ship-construction industries. More than anything else, however, this geographic advantage has enabled the state to avail itself of the less costly means of water transportation to carry on domestic and foreign trade.

Brokers, agents, jobbers, and other wholesalers bring in large shipments of food products, petroleum products, fertilizers, lumber, iron and steel products, and chemical products for local consumption from other states by water.[2] There are also all types of exporters, textile-mill representatives, grain elevator operators, manufacturers' agents, freight forwarders, and others engaged in bringing in commodities from other states to Florida for export to the Caribbean countries. The decline in the propensity to export discussed in Chapter I, which is a result of the development of many non-exporting industries in the state, would therefore have been even sharper and Florida not also become, in the meantime, a point of distribution of goods to the Caribbean countries.

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[1] Federal Writers' Project, op. cit., p. 10.

[2] U.S. Department of the Army, Office of the Chief of Engineers, "Commercial Statistics," op. cit., pp. 637-757.

As stated in Chapter II, many different kinds of commodities of out-of-state origin are exported to these countries, and the following two tables show this diversity.

The first shows the diversity of exports from Miami to Haiti, and the second the diversity of exports from Tampa to Jamaica. In the latter case, Jamaica ranked fourteenth among the countries of destination of Tampa's products, and in Table T of Appendix D showing the export trade of Tampa by country and by commodity during 1950, only three classes of commodities were regarded of such importance as to be recorded in the table. In Table 41, however, every class of commodity exported to Jamaica from Tampa, irrespective of its value, is recorded. the table, thus, indicates that 54 classes of commodities were exported. Approximately the same applies to Table 40 where 58 classes of commodities exported to Haiti from Miami are shown.

The purpose of emphasizing this diversity of trade is to point out that there definitely appears to be a market, not only in Cuba and the Bahamas, but also in the other Caribbean countries for all types of commodities from the United States. Furthermore, Florida has already made headway in this market. Yet, it should not be overlooked that this trade amounted to only 6.1 per cent of the Florida export trade during 1950.

Much has been written and said about the "potential market of 20,000,000 customers in the Caribbean," the "potential reservoir of 20,000,000 laborers in the Caribbean," and the strategic location of Florida in relation to the Caribbean. Very little seems to have been written about whether or not Florida's industries have ever attempted to develop

TABLE 40

A COMPLETE LIST OF COMMODITIES EXPORTED FROM MIAMI TO HAITI, DURING 1950

Commodity	Value - $ -	Weight (lbs.)
Canned meat products	124	125
Condensed & evaporated milk	112	1,500
Dried milk & solids	124	800
Canned fish	220	140
Leather & leather products	2,958	11,735
Flour	212	1,000
Fresh & frozen vegetables	2,430	66,250
Fresh & frozen fruits	1,163	14,306
Rubber scrap & waste	2,207	606,734
Rubber tires & inner tubes	640	3,155
Rubber manufactures	4,174	5,177
Misc. inedible vegetable products	520	740
Cotton textiles	835	1,050
Cotton textiles & apparel	3,438	4,124
Other vegetable fibers	2,652	5,244
Wool textiles & apparel	371	300
Synthetic textiles & apparel	2,399	1,191
Other textiles	150	320
Posts, poles & piling	1,056	60,000
Lumber	1,042	5,700
Wood manufactures	34,497	60,460
Cork & cork manufactures	289	2,500
Paper base stocks, other than wood pulp	260	30,000
Paper & paper products	3,408	23,009
Gas oil & distillate fuel oil	1,467	133,000
Cement	235	10,000
Building, monumental & stone manufactures	100	125
Glass & glass products	15,278	212,561
Brick & tile	699	2,755
Other clay products	1,152	1,690
Non-metallic minerals	891	5,770
Iron & steel semi-manufactures	2,345	26,356
Iron & steel manufactures	6,427	39,423
Iron & steel advanced manufactures	23,814	136,322
Iron & steel pipe & fittings	2,030	20,032
Aluminum	22,277	327,145
Aluminum products	2,557	8,641
Copper products	299	1,089
Brass & bronze products	111	96
Other non-ferrous ores & products	490	741
Electrical machinery	5,328	9,662
Engines & turbines	10,300	22,793
Construction machinery	4,411	11,352

TABLE 40—Continued

Commodity	Value - $ -	Weight (lbs.)
Mining & well machinery	$ 10,000	53,245
Metalworking machinery	1,920	6,665
Textile, sewing & shoe machinery	3,554	10,166
Other industrial machinery	12,760	22,640
Agricultural machinery	20,791	57,296
Automobiles, trucks & busses	108,391	199,407
Aircraft, civilian	750	1,000
Other vehicles	6,427	10,795
Vehicles, aircraft, & vessels of a military nature	6,000	9,200
Pharmaceutical preparations	176	400
Pigments, paints & varnishes	453	1,460
Chemical specialties	262	879
Phosphate fertilizers	5,675	207,979
Miscellaneous	5,819	21,550
Total	$ 340,459	2,503,083

TABLE 41

A COMPLETE LIST OF COMMODITIES EXPORTED FROM HAITI TO JAMAICA, DURING 1950

Commodity	Value - $ -	Weight (lbs.)
Canned meat products	$ 116	2,430
Animal oils & fats	1,501	8,530
Condensed & evaporated milk	2,666	21,438
Cheese	982	5,201
Other dairy products	288	27,090
Leather & leather products	7,512	4,161
Misc. inedible animal products	111,929	1,233,001
Rice	210	5,000
Wheat flour	5,845	68,810
Other flour	3,268	40,335
Animal feeds & fodders	1,533	36,115
Canned vegetables	120	200
Preserved vegetables	669	6,750
Canned fruits	109	904
Molasses	273	360
Rubber manufactures	250	300
Drugs, herbs, leaves, roots, crude	170	200
Tobacco, unmanufactured	1,657	4,810

TABLE 11--Continued

Commodity	Value - $ -	Weight (lbs.)
Tobacco manufactures	$ 17,687	17,706
Cotton textiles	22,804	22,803
Vegetable fibers, besides cotton	322	687
Wool textiles	579	1,061
Synthetic textiles	9,052	7,222
Other textiles	1,442	1,154
Lumber	23,046	845,886
Wood manufactures	6,512	17,791
Paper & paper products	3,032	18,265
Kerosene	871	52,883
Cement	2,245	214,157
Clay products	2,249	9,336
Non-metallic minerals	191	500
Iron & steel semi-manufactures	2,632	26,834
Iron & steel manufactures	731	2,867
Iron & steel advanced manufactures	3,623	5,943
Iron & steel pipe & fittings	1,656	17,058
Aluminum products	369	745
Copper products	754	1,525
Bronze & bronze products	151	140
Lead manufactures	100	750
Electrical machinery	4,693	6,351
Engines & turbines	7,679	9,046
Construction machinery	138	600
Mining & well machinery	425	200
Industrial machinery	2,453	2,982
Agricultural machinery	649	800
Automobiles, trucks & busses	11,364	44,532
Other vehicles	183	200
Pharmaceutical preparations	164	225
Industrial chemicals	380	720
Pigments, paints & varnishes	4,543	15,437
Chemical specialties	1,972	9,418
Other chemical products	4,611	32,243
Chemical products of a military nature	169	880
Miscellaneous	4,596	13,792
Total	$ 224,835	2,892,927

any markets for their products in the Caribbean, besides Cuba, or if they are even interested.

the domestic market of 150,000,000 customers, or Florida's market of 3,000,000 customers, appears to have increasingly attracted the state's efforts during the last thirty years, and most businessmen in Florida seem to be fully aware of the difficulties of developing and maintaining a market for their merchandise in these countries, due to the economic, political, and sociological factors involved, such as the low productivity and income per capita in most of the Caribbean, the difficulty and delay in converting deposits of foreign currencies into dollars, the attempt of the European countries to retain the trade of their possessions for themselves, and the large negro population in the Caribbean.

All of the above factors, as well as the inclination and possibility of Florida's industries to supply the type of products sought by these countries, will have to be taken into consideration and carefully weighed before any reasonable prediction can be made about the composition and extent of Florida's trade with the Caribbean in the near and distant future.

In relation to the near future, it may be said that Florida will probably remain a center where products from other sections of the nation will be brought and then exported by individuals and concerns in contact with the markets of the Caribbean. Florida may not benefit as much from this type of foreign trade as it might from the exportation of commodities produced in the state. Yet, Phoenicia, Greece, the Cities of Northern Italy, the Hanseatic Cities of Germany, Portugal, and the Netherlands, grew rich in the past on this type of trade. the exportation of

commodities created within the state wages, salaries, commissions, and profits for those assisting in their movement such as truckers, railway employees, marine-insurance agents, warehouse operators, grain-elevator operators, wholesalers, stevedores, freight-forwarders, and bank employees. The World Trade Division of the Miami Chamber of Commerce has said that "perhaps it can be safely estimated that for every $1,000 worth of merchandise" imported by the port "on the average, an additional $25" is "spent for services on same."[1] If this is regarded as a maximum spent on services, approximately $5,319,690 was spent in Florida during 1950 to "service" the importation of Florida and out-of-state commodities. No estimates are available of the value of the commodities produced in other states that are exported from Florida. The following table is presented in the hope it may throw some light on this problem. An attempt has been made to suggest by this table the value and proportion of each class of commodity originating in Florida and beyond Florida's borders. This division of the values of the commodities exported is not as accurate as the preciseness of the figures may indicate. The division is based on the opinions of exporters and officials connected with the ports, and there seemed to be a tendency to overstate the amount of each commodity originating beyond Florida's borders in order to claim an extensive zone for their business or hinterland for their port.

An over-all view of Florida's export trade in this table shows that Florida handles a large amount of foodstuffs, machinery, and vehicles produced in other states. Furthermore, it appears that a larger amount

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[1] "Exports-Imports, Miami, by Vessel for the Year 1951," (World Trade Division, International Affairs Department, Miami Chamber of Commerce, June, 1952), p. 1. (Mimeographed).

TABLE 42

APPROXIMATE VALUES OF FLORIDA'S INCOMES ORIGINATING IN FLORIDA AND OTHER STATES DURING 1950, 1940, AND 1918[1]

Code No.	Commodity Title	1950 (In Thousands)		1940 (In Thousands)		1918 (In Thousands)	
		Florida	Other States	Florida	Other States	Florida	Other States
12	Bituminous coal & lignite	$ ---	$ 19	$ ---	$ ---	$ ---	$ 3,182
017, 201	Fresh & frozen meat products	---	167	---	116	---	264
201	Canned meat products	---	471	---	287	---	121
201	Other preserved meat products	---	4,634	---	2,901	---	2,502
202	Dairy products	---	1,715	---	2,211	---	3,071
013, 203	Fresh & frozen fruits	150	1,950	530	2,000	380	1,850
203	Canned & preserved fruits	2,958	.....	1,138	.....	206	.....
014, 203	Fresh & frozen vegetables	163	163	362	1,049	555	1,011
203	Canned & preserved vegetables	302	53	100	40	92	132
2041	Flour	---	434	---	1,052	--	2,108
2042	Animal feeds & fodders	4,372	4,108	1,867	1,773	879	.....
2044	Rice	---	154	.....	1,568	---	1,846
0158, 207	Nuts & nut products	249	299	1,185	5,050	611	1,910
209	Eggs & egg products	---	860	---	2,858	---	1,044
21	Tobacco manufactures	300	1,897	850	1,432	100	775
22, 23	Cotton textiles & apparel	913	2,916	807	2,810	1,225	4,595
22, 23	Synthetic textiles & apparel	459	152	229	355	238	1,245
22, 23	Other textiles & apparel	898	97	580	236	672	534
242	Lumber	4,818	---	5,131	---	3,996	---
243-9, 25	Wood manufactures	538	---	1,102	---	1,012	---
2611	Wood pulp	2,476	---	893	---	504	---
2612-99	Paper & paper products	2,621	---	4,390	---	4,484	---
286	Naval stores, gums & resins	6,558	---	3,469	---	2,728	---
1475, 287	Phosphate fertilizers	11,170	---	6,389	---	4,235	---
281, 287	Nitrogenous fertilizers	455	329	295	189	745	62
281, 287	Other fertilizers	995	---	1,301	---	337	---

TABLE 12—Continued

Commodity		(In Thousands)					
		1950		1945		1935	
Code No.	Title	Florida	Other States	Florida	Other States	Florida	Other States
2801-4	Edible vegetable oils.	$ 214	$ 739	$ 243	$ 172	$ 73	$ 172
2801-4	Inedible vegetable oils.	50	1,881	278	696	24	328
2805-9	Animal oils & fats	1,000	13,773	1,000	10,219	2,000	8,708
281-9	Other chemicals & products	2,787	.....	2,630	...	3,173	.....
30	Rubber manufactures.	...	1,015	...	840	...	1,008
31	Leather & leather products	...	550	...	851	...	1,294
321-3	Glass & glass products	134	657	152	602	189	654
14, 32[1]-9 331-2, 34, 25	Other non-metallic minerals and their products	1,000	332	1,000	104	700	237
3351, 34	Copper & copper products	356	...	250	...	259	.....
3352, 34	Aluminum & aluminum products	380	...	190	...	316	.....
352	Engines & turbines	624	960	526	617	567	1,030
352	Agricultural machinery	508	4,407	1,560	2,383	946	2,643
353	Construction machinery	761	884	645	576	635	273
353	Mining & well machinery.	348	666	423	209	249	383
354-6	Industrial machinery	897	2,720	991	2,296	1,106	10,786
361	Electrical machinery	283	8,411	512	6,057	511	8,645
371	Automobiles, trucks, & busses.	3,983[a]	5,989	3,192[a]	6,350	3,490[a]	8,217
372-9	Other vehicles, aircraft & vessels.	165	1,000	252	2,000	225	1,000
X	Misc. inedible animal products	2,308	.....	1,791	.....	79	.....
X	All other commodities.	3,094	1,690	3,132	1,233	3,905	1,688
	Total.	$ 62,673	$70,113	$51,284	$63,540	$45,426	$78,168

[1]Where no values are recorded, only small indeterminate amounts of the commodities originated in Florida or other states.

[a]Used automobiles, trucks, and busses, which have been repaired and overhauled in Florida.

of the commodities exported are produced outside of Florida, rather than in Florida. The value of exports of phosphates, naval stores, and paper products, increased during the three years of the study; therefore, the proportion of the total export trade represented by the Florida-produced commodities may have increased from 1948 to 1950. This may not reflect the actual situation, for the division of the values of the commodities exported is less reliable as it extends back to 1948, due to the difficulty of individuals recalling what was, and what was not, brought from other states. Whether or not the proportion of exports originating in other states is slightly larger, or less, than those originating in the state is not the point to be stressed. The significant point is that, due to Florida's maritime location, those individuals, those agencies, those service industries, and those ports engaged in foreign trade are as "busy" exporting out-of-state commodities as Florida commodities.

The fact that approximately half of Florida's export trade is composed of out-of-state commodities does not mean that this trade is of significance only to service industries or those individuals carrying out the actual exchange of goods. In relation to certain specific industries in Florida, the exportation of their products is important. Table 43 is presented with the value added by manufacture and the total value of the products shipped by certain manufacturing industries in Florida whose products are exported from Florida's ports beside the approximate value of such products exported during 1948, 1949, and 1950. Florida's export trade is of little importance to Florida's manufacturing industries as a whole, for they shipped $819,000,000 worth of products during

TABLE A3

PRINCIPAL INDUSTRIES IN FLORIDA MANUFACTURING COMMODITIES EXPORTED FROM FLORIDA[1]

Code No.	Industry Title	No. of Establishments	Value Added by Manufacture 1947	Total Value of Products Shipped 1947	Approximate Value of Exports Originating in Florida 1948	1949	1950
					(In Thousands of Dollars)		
2033	Canned fruits & vegetables	99	$23,318	$71,621	$ 298	$1,230	$3,260
22, 23	Textiles & apparel	225	6,236	10,684	2,135	1,616	2,200
2421	Sawmills & planing mills	321	26,935	44,891	3,996	5,131	4,848
243-9,25	Wood products & furniture	273	26,432	56,547	1,012	1,102	518
2611	Pulpmills	8	21,160	51,961	504	893	2,476
2612-99	Paper & paper products	23	31,617	95,560	4,409	4,390	6,568
286	Naval stores, gum & wood distillation	13	6,046	19,775	2,728	3,469	6,568
287	Fertilizers	51	11,330	39,441	1,082[a]	1,590[a]	1,450[a]
33, 34	Metal products	136	12,595	38,024	3,646	3,259	3,688
35, 36	Machinery	84	7,791	17,610	4,055	4,657	3,541

[1] Data for these industries are derived from the U. S. Census Bureau. Census of Manufactures: 1947, presented by Wylie B. Kilpatrick, Manufacturing in Florida (Gainesville: Bureau of Economic and Business Research, 1952), pp. 55-56, 165-166.

[a] Does not include superphosphates exported from Florida.

1947.[1] The export trade is important, however, to the specific industries indicated in the table. Other than to these manufacturing industries, the export trade is important to one agricultural industry, the citrus industry, and to one extractive industry, the phosphate-mining industry.

Florida's imports, as emphasized in Chapter II, are consumed in Florida with the exception of the bananas, synthetic textiles, and part of the unmanufactured tobacco. Many of these imports are important as raw materials to certain industries in Florida. Sawmills, millwork plants, and furniture factories in Florida process and use imported mahogany logs and lumber. The cigar factories manufacture quality cigars from Cuban leaf tobacco. The coffee-roasting plants acquire their coffee from Latin America, and the fertilizer plants mix imported potassic and nitrogenous fertilizers with Florida phosphates. Table 44 shows the cost of the materials used by the above industries in 1947 and the value of the goods they shipped that year. In addition to these industries, the confection and soft-drink industries take a large part of the sugar imports, while the building industry, which built $699,900,000 worth of new construction during 1950,[2] imported large quantities of cement and construction steel. Florida, consequently, takes advantage of its maritime location to import raw materials, in addition to such consumption goods as meat products,

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[1] Estimate based on U. S. Census Bureau, Census of Manufactures: 1947, presented by Wylie S. Kilpatrick, Manufacturing in Florida (Gainesville: Bureau of Economic and Business Research, 1952), pp. 55-56.

[2] U. S. Department of Commerce, National Production Authority, Construction and Building Materials, Statistical Supplement of June, 1952 (Washington: Government Printing Office, 1952), p. 5.

TABLE 44

PRINCIPAL MANUFACTURING INDUSTRIES IN FLORIDA PROCESSING OR EMPLOYING IMPORTED COMMODITIES

Industry					Imported Commodity			
Code No.	Title	No. of Establishments	Total Value of Products Shipped	Cost of Materials	Value			Title
			1947	1947	1948	1949	1950	
			(In Thousands of Dollars)					
2099	Food preparations. . . . . (Coffee roasting plants)	36	$26,116	$22,022	$22,258[a]	$23,197[a]	$33,756[a]	Coffee
2121	Cigars	74	45,901	26,780	7,971[b]	6,675[b]	6,536[b]	Tobacco
24, 25	Lumber, wood products, & furniture.	612	101,588	45,751	1,762	912	2,344	Logs & Lumber
2491	Wood preserving.	9	13,665	9,131	864	864	1,009	Creosote
27	Printing & publishing. . . .	397	45,485	10,333	5,479	8,228	7,021	Newspaper print
287	Fertilizers.	54	39,141	25,145	3,946[c]	5,431[c]	5,431[c]	Fertilizers

[a]Data for these industries are derived from the U. S. Census Bureau, Census of Manufactures: 1947, presented by Wylie B. Kilpatrick, op. cit., pp. 55-56, 94.

[b]Part of the tobacco imports are sent to northern factories.

[c]Includes nitrate of soda, potash, and a small percentage of completely processed fertilizers

fruits, and automobiles, which other states either do not import or acquire from domestic sources. In regard to the near future, Latin America, with the exception of Cuba and the Bahamas, will most likely continue to be a more important source of imports than destination of exports. Florida already takes more than its per capita share of the United States imports from Latin America,[1] and there has been a trend of continuously increasing imports from Latin America during the last decade[2] due to the continuously larger supplies of raw materials and crude foodstuffs being brought from foreign countries to meet the requirements of the expanding industrial production of the United States.

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[1] Per capita imports from Latin America were $26 for Florida, and $20 for the United States, during 1950.

[2] Economic Report of the President Transmitted to Congress, January, 1952, Council of Economic Advisers, op. cit., p. 209.

CONCLUSION

In concluding, it has become evident that Florida's efforts and resources have been increasingly devoted, during the last few decades, toward the production and distribution of goods for domestic markets, rather than for foreign markets. Despite the fact that Florida is engaged in exporting commodities from other states as well as commodities produced in Florida, the per capita foreign trade of Florida is less than that of the nation. Foreign trade is probably less significant as a source of income to Florida's inhabitants than to the nation's as a whole, for not only is the per capita trade of Florida smaller, but also, only a few income-generating services are connected with the out-of-state commodities exported. Many industries in Florida, however, such as the phosphate, fabricated metal products, naval stores, paper, lumber, apparel, and canning, export abroad significant parts of their output, while the cigar, coffee-roasting, newspaper and publishing, lumber preserving, fertilizer mixing, and building industries are dependent upon imports for certain raw materials necessary to their production processes. Furthermore, many services offered by the transportation industries, warehouses, stevedoring companies, foreign trade departments of banks, custom house brokers, etc., are connected with the movement of exports and imports.

This trade is based upon Florida's comparative advantage and disadvantage in producing the commodities exported and imported, and certain

locational advantages and disadvantages. These basic factors have been modified by institutional arrangements of the Federal Government. The tariff preference between Cuba and the United States, the citrus subsidies, the financial aid to Europe, and the devaluation of European currencies have boosted Florida's foreign trade, while the tariff and agricultural price supports appear to have affected it unfavorably. The regulatory decisions of the Interstate Commerce Commission have assisted the continental ports of Florida to compete with other Atlantic and Gulf ports for the trade of the interior of the United States, but have not supported any attempt to remove the differentials on the export and import rail-traffic of the peninsula ports, a result, primarily, of their geographic location.

The end-result of all these factors is that, on the one hand, Florida exports many different commodities from all parts of the United States to the Bahamas, Cuba, and the other Caribbean countries, and a few Florida-produced commodities to widely-dispersed markets throughout the world; and, on the other hand, Florida imports certain tropical agricultural products and raw materials from Latin America, and many different commodities from western Europe, though of smaller value than those from Latin America.

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FT-900 - Overall total export and import data; no commodity or country data.

FT-930 - Exports and imports by economic classes and leading commodities; no country data.

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FT-970 - Foreign trade by United States Customs Districts; no commodity or country data.

FT-972 - Waterborne foreign trade by United States Customs Districts and ports; no commodity or country data.

FT-973 - Waterborne foreign trade by trade areas; no commodity or country data.

FT-976 - Department of Defense controlled cargo under United States foreign aid programs and "Special Category" non-Department of Defense controlled cargo exported by vessel, by port of lading; no commodity data.

FT-981 - Shipping weight and dollar value of merchandise laden on and unladen from vessels at United States ports during the in-transit movement of the merchandise from one country to another; no commodity or country data.

APPENDIX A

The Value and Weight Exported and Imported Each Month of the Most Important Commodities Composing the Foreign Trade of Florida, During 1950, 1949, And 1948.

TABLE A

THE EXPORTATION OF FLORIDA'S PRINCIPAL COMMODITIES, BY MONTH, DURING 1950, 1949, AND 1948

Commodity	Month	1950		1949		1948	
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
017. 201				Meats and Animal Meat Products			
	January	$ 22,131	33,055	$ 20,847	27,819	$ 14,432	32,758
	February	26,419	29,603	30,156	40,771	23,181	42,776
	March	19,881	16,556	24,759	35,389	7,462	9,177
	April	5,389	8,613	12,580	21,345	25,540	71,346
	May	28,769	45,638	3,373	4,472	1,663	3,006
	June	2,187	2,723	10,789	18,709	662	918
	July	1,739	2,334	18,135	19,301	6,429	8,579
	August	2,493	3,758	3,018	5,007	9,690	13,044
	September	823	1,288	7,484	18,900	286	648
	October	5,126	8,663	3,407	8,269	829	556
	November	15,225	38,359	3,839	6,888	7,782	10,444
	December	16,560	54,427	15,222	22,339	165,810	322,853
	Total	$ 166,742	245,049	$ 135,809	229,809	$ 263,969	516,905
201				Canned Meat Products			
	January	$ 35,814	69,540	$ 3,384	8,804	$ 479	1,836
	February	37,159	66,418	8,561	14,968	14,530	34,582
	March	48,658	88,385	.....	.....	29,498	59,140
	April	38,382	70,838	.....	.....	2,751	5,230
	May	41,502	81,375	1,933	4,608	300	1,290
	June	24,189	39,597	35,780	95,570	875	1,552
	July	30,540	47,284	30,585	57,602	6,493	14,353
	August	21,968	31,860	51,035	82,369	12,372	30,109
	September	25,586	36,501	24,096	37,492	356	890
	October	50,655	91,867	45,407	84,420	478	810
	November	180,845	179,595	48,455	73,134	4,959	7,370
	December	96,871	44,931	17,819	34,821	51,560	73,624
	Total	$ 600,533	867,503	$ 287,057	409,182	$ 124,548	216,586

TABLE 1--Continued

Commodity Code No.	Month	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
201			Other Preserved Meat Products				
	January	$ 321,556	1,518,876	$ 166,692	559,577	$ 206,225	524,936
	February	293,777	1,417,450	244,324	890,880	328,497	955,518
	March	364,852	1,590,497	190,403	620,515	418,811	1,617,685
	April	251,144	1,027,172	210,997	809,329	205,024	694,316
	May	448,724	1,597,822	427,463	1,902,880	228,811	665,327
	June	358,211	1,242,925	371,097	1,564,122	303,506	1,070,809
	July	513,290	1,896,739	127,396	436,353	121,126	360,115
	August	493,659	1,514,785	352,764	1,191,891	291,780	823,982
	September	212,164	536,807	210,701	699,968	78,545	149,435
	October	267,727	761,662	116,076	350,434	125,590	343,741
	November	410,599	1,249,810	296,049	743,767	119,388	295,243
	December	674,607	2,300,682	307,572	1,175,135	78,504	295,935
	Total	$ 4,616,290	16,657,207	$ 2,901,458	10,484,911	$ 2,501,717	7,785,282
2023			Condensed and Evaporated Milk				
	January	$ 189,598	1,097,490	$ 260,813	2,388,454	$ 243,846	2,104,587
	February	180,127	1,813,665	240,455	2,371,284	548,316	4,593,935
	March	84,053	822,698	228,919	2,058,654	291,891	2,389,724
	April	146,047	933,348	171,947	1,226,312	295,460	2,450,221
	May	227,352	2,125,710	79,156	587,191	179,995	1,309,047
	June	145,192	1,500,598	67,079	679,852	257,681	1,548,199
	July	39,705	417,020	156,421	1,573,947	1,156	8,692
	August	87,181	859,803	208,883	2,308,298	5,020	31,835
	September	16,359	167,905	191,406	2,014,398	44,782	363,920
	October	59,774	618,573	58,282	585,929	349,473	2,813,404
	November	30,302	290,845	80,054	855,247	223,882	1,894,781
	December	75,828	719,543	77,287	893,852	344,784	3,082,638
	Total	$ 1,193,642	11,467,196	$ 1,816,602	17,252,632	$ 2,797,192	22,698,043

TABLE 1.--Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
013 . 209				Fresh and Frozen Fruits			
	January	$ 86,843	1,305,479	$ 233,269	2,358,192	$ 172,748	2,296,585
	February	158,207	2,814,229	177,377	1,656,748	144,937	2,038,945
	March	174,423	2,052,920	310,558	5,367,579	180,148	2,455,684
	April	110,779	1,416,272	52,710	1,011,123	163,681	2,484,255
	May	67,628	847,695	97,490	1,108,800	138,815	1,938,353
	June	66,854	734,088	82,948	716,649	52,122	881,621
	July	34,819	397,959	49,081	444,682	21,757	330,023
	August	71,479	667,864	78,168	761,735	42,978	606,337
	September	141,745	1,515,376	165,054	2,033,444	145,860	1,393,321
	October	216,804	2,357,867	280,117	3,875,326	224,555	2,673,977
	November	326,991	3,733,234	356,818	4,975,892	338,946	4,447,593
	December	684,951	6,498,825	854,873	8,506,852	589,619	5,934,138
	Total	$ 2,100,823	23,926,140	$ 2,538,141	32,822,778	$ 2,220,442	27,681,436
209				Canned Fruits			
	January	$ 11,702	82,448	$ 12,257	77,871	$ 1,449	13,812
	February	16,811	108,159	10,057	73,940	8,411	48,743
	March	18,200	75,133	22,897	136,478	11,749	69,929
	April	21,806	170,222	1,676	10,820	3,030	19,376
	May	76,814	897,176	24,805	163,015	54,763	217,791
	June	14,456	96,821	9,679	52,385	19,055	258,071
	July	12,093	82,402	10,921	61,278	1,849	16,522
	August	15,371	104,555	22,039	118,360	10,700	58,185
	September	8,226	57,179	10,764	61,895	396	3,230
	October	8,429	53,271	1,250	12,872	31,900	197,889
	November	16,793	100,559	20,422	117,795	37,877	259,861
	December	23,414	222,412	14,929	146,609	15,186	104,648
	Total	$ 235,335	2,049,725	$ 160,790	1,033,234	$ 175,479	1,268,017

TABLE 1--Continued

Commodity	Month	1959 Value	1959 Weight	1960 Value	1960 Weight	1961 Value	1961 Weight
		- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
014, 203				Fresh and Frozen Vegetables			
	January	$ 32,527	575,523	$ 61,154	1,446,570	$ 32,444	555,956
	February	57,876	1,382,810	29,018	581,824	100,791	1,066,796
	March	33,217	1,098,814	25,856	486,378	122,957	1,289,285
	April	24,758	652,799	19,805	357,930	27,549	477,935
	May	38,439	752,009	35,162	587,373	32,040	618,680
	June	32,336	543,791	30,982	756,870	78,631	1,516,337
	July	65,861	1,562,469	100,549	1,999,010	114,472	3,159,694
	August	49,475	945,876	230,369	5,569,912	196,609	3,282,501
	September	261,559	7,591,827	359,698	9,994,990	423,876	11,418,534
	October	129,547	4,334,088	408,075	11,595,713	291,658	5,918,739
	November	132,356	4,994,219	64,891	1,009,188	140,076	3,217,809
	December	47,757	781,779	42,376	758,570	102,988	2,345,293
	Total	$ 906,269	24,915,198	$ 1,411,887	35,145,858	$ 1,565,973	34,825,527
203				Canned Vegetables			
	January	$ 5,072	89,670	$ 2,651	17,961	$ 2,125	18,085
	February	10,594	88,643	4,609	43,644	4,540	88,557
	March	15,090	88,313	5,882	57,467	4,458	29,367
	April	10,224	82,379	1,398	10,629	3,872	27,125
	May	13,380	83,379	7,174	43,323	799	7,563
	June	15,574	110,311	5,457	32,505	5,122	33,662
	July	8,694	59,265	5,667	36,179	5,396	39,405
	August	10,937	85,176	12,288	88,118	2,556	14,675
	September	9,323	75,805	6,411	40,766	1,508	9,818
	October	10,413	88,771	8,162	54,087	8,684	69,505
	November	10,758	77,032	11,117	69,376	2,731	21,887
	December	18,783	139,082	9,276	58,065	15,069	88,675
	Total	$ 138,782	977,497	$ 88,092	531,521	$ 57,160	981,594

TABLE A--Continued

Commodity and Month	1950 Value	1950 Weight	1949 Value	1949 Weight	1948 Value	1948 Weight
	- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
203		Other Preserved Vegetables				
January	$ 3,580	22,489	$ 8,692	50,354	$ 13,921	101,245
February	5,739	35,853	3,961	14,423	49,118	423,255
March	6,279	45,331	11,150	96,480	11,374	98,105
April	2,306	24,324	1,342	9,219	15,523	100,874
May	4,220	56,915	2,322	16,345	11,842	93,728
June	1,980	9,097	8,363	81,889	7,240	55,598
July	81,204	1,622,147	1,653	10,195	4,977	24,293
August	89,991	1,745,230	1,700	10,591	12,775	94,366
September	3,350	15,960	3,966	11,445	1,729	8,569
October	2,002	9,589	1,781	9,790	3,037	15,862
November	4,573	36,358	15,423	117,478	11,323	51,573
December	11,389	114,276	4,759	30,651	23,059	190,791
Total	$ 216,581	3,737,471	$ 60,332	427,008	$ 166,512	1,258,105
2041		Wheat Flour				
January	$ 4,946	59,550	$ 229,100	3,458,058	$ 106,149	1,427,814
February	18,934	231,610	90,304	1,549,554	59,174	746,466
March	7,415	155,525	123,350	2,103,240	74,341	974,822
April	2,250	40,150	95,094	1,495,805	124,412	1,702,780
May	1,500	25,100	32,975	598,863	160,173	2,399,250
June	11,903	254,620	44,909	899,555	201,601	3,061,441
July	84,284	2,418,540	33,671	618,716	179,573	2,734,159
August	2,173	36,215	69,595	1,177,359	215,992	3,215,693
September	5,954	120,240	56,258	957,803	134,448	2,140,345
October	2,208	36,100	22,947	455,194	91,842	1,433,412
November	4,359	94,037	44,046	970,298	172,177	2,747,594
December	2,775	57,000	7,514	115,470	249,696	3,947,883
Total	$ 148,705	3,522,687	$ 838,757	14,539,915	$ 1,769,882	26,531,659

TABLE A--Continued

Commodity and Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
2042			Animal Feeds and Fodders			
January	$ 818.921	22,178.000	$ 169.894	3.860,814	$ 19.535	276.094
February	97.445	2.690.683	594.862	10.119.272	13.199	260.035
March	383.712	9.020.102	440.551	10.441.298	17.570	393.559
April	5.355.489	20.033.863	262.326	7.677.770	32.867	690.867
May	102.251	2.849.426	105.867	2.736.431	21.461	443.498
June	222.801	5.805.212	436.768	13.207.562	103.110	2.032.353
July	436.152	11.204.194	65.586	1.502.921	164.695	5.872.678
August	187.314	4.319.968	204.680	5.735.584	81.872	1.784.774
September	429.606	10.210.602	52.483	1.269.669	72.314	1.569.655
October	164.215	4.369.428	58.375	1.420.047	36.639	870.160
November	218.413	5.899.246	606.694	18.481.339	84.844	1.700.127
December	114.020	3.587.093	842.544	25.613.135	232.125	5.820.434
Total	$ 8,479.339	102.968.107	$ 3,639.556	102.968.916	$ 879.571	24.671.478
2044			Rice			
January	$ 16,500	201.500	$ 270.348	3.980,537	$ 53.530	503.564
February	33.750	403.000	212.866	2.815.825	10.150	100.750
March	34.500	401.500	68.309	860.983	147	819
April	.....	.....	17.100	201.500	56.341	604.468
May	.....	.....	72.927	912.437	1,045.703	9.684.697
June	33.400	401.500	224.909	2.815.116	40.330	372.425
July	105	2.500	59.381	745.407	11.625	118.825
August	105	2.500	130.673	1.983.829	13.700	124.700
September	.....	.....	79.502	1.315.306	.....	.....
October	.....	.....	373.505	5.235.329	82.205	906.367
November	16.700	201.500	15.600	201.500	281.840	3.300.682
December	19.000	200.000	42.444	604.380	252.163	2.897.262
Total	$ 154.060	1.814.000	$ 1.568.998	20.791.349	$ 1.847.900	18.526.631

TABLE A--Continued

Commodity	1950		1949		1948	
	Value	Weight	Value	Weight	Value	Weight
	- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
0158, 207			Nuts and Nut Products			
January....	$ 101	500	$ 699,950	4,421,985	$ 2,521	11,122
February...	609	2,510	406,369	2,563,194	344,276	2,266,816
March.....	2,607	5,860	1,354,735	8,801,588	1,123	5,212
April.....	498,345	4,131,162	337,893	2,225,561	1,238	5,841
May.....	... ...	.....	3,296	17,224	2,390	11,257
June.....	221	1,006	2,418,436	15,257,783	1,511	6,833
July.....	216	1,000	1,439	9,099	3,357	16,162
August.....	340	1,306	906,427	8,081,386	1,608	8,898
September..	240	1,009	2,172	5,796	1,274	8,336
October....	335	1,353	789	3,290	186	270
November...	44,591	150,931	3,009	10,614	734,040	4,543,382
December...	511	2,315	999	3,910	1,427,055	8,907,595
Total.....	$ 548,330	6,298,946	$ 6,215,315	41,409,220	$ 2,520,501	15,790,868
209			Raw and Raw Products			
January....	$ 4,397	18,580	$ 230,976	790,491	$ 84,455	288,724
February...	4,974	16,478	210,524	761,807	38,325	152,194
March.....	52,054	225,355	258,549	893,587	21,369	82,045
April.....	25,308	110,063	413,894	1,385,898	7,482	26,280
May.....	54,509	263,820	295,831	976,977	255	520
June.....	5,774	26,990	216,587	714,454	59,143	190,170
July.....	52,255	214,129	284,275	960,141	252,210	879,696
August.....	111,271	472,321	412,905	1,355,686	188,704	610,910
September..	157,802	637,533	358,813	1,112,796	351,808	1,221,568
October....	181,871	789,914	58,545	180,424	176,853	602,725
November...	155 754	701,598	68,849	257,067	340,332	1,174,497
December...	78,187	275,690	48,257	201,225	323,316	1,019,442
Total.....	$ 860,356	3,786,515	$ 2,858,485	9,613,685	$ 1,844,270	6,186,593

TABLE A--Continued

Commodity Group No.	Month	1913 Value	1913 Weight	1914 Value	1914 Value	1915	1915
		$		$	$		
21				Cotton Manufactures			
	January	$ 353,458	564,930	$ 79,779	184,372	$ 48,780	53,589
	February	55,981	57,384	73,830	72,227	78,845	84,265
	March	273,534	257,744	96,350	100,615	91,692	98,558
	April	249,399	241,185	71,707	75,000	64,877	67,389
	May	456,936	396,872	99,909	91,735	77,544	109,084
	June	71,929	71,455	86,501	87,450	91,881	102,185
	July	75,534	75,775	66,578	68,307	55,780	60,757
	August	367,139	296,845	245,992	231,778	69,583	76,289
	September	77,739	78,439	264,550	252,541	55,667	55,924
	October	79,645	69,714	69,506	537,287	55,853	57,795
	November	120,755	117,141	272,510	261,742	115,115	120,504
	December	67,158	63,250	268,798	256,370	78,478	78,512
	Total	$ 2,196,259	2,077,265	$ 1,482,998	2,110,485	$ 875,947	989,708
22				Cotton Textiles, Semi-manufactured			
	January	$ 167,080	231,529	$ 53,532	193,512	$ 158,804	228,359
	February	154,781	206,732	86,204	136,834	194,168	276,484
	March	214,472	345,675	94,829	183,296	200,190	306,562
	April	173,984	218,319	64,427	84,214	251,429	316,218
	May	134,741	200,615	46,972	55,373	340,247	428,852
	June	169,869	183,599	59,360	117,898	147,340	157,279
	July	181,219	191,089	87,245	144,353	208,598	272,261
	August	156,388	220,344	85,219	145,735	59,770	179,689
	September	153,206	206,517	160,468	220,931	91,139	136,585
	October	178,994	286,435	77,642	152,369	101,733	317,857
	November	165,680	272,396	89,560	122,461	60,664	224,714
	December	132,680	138,021	121,146	240,577	86,398	178,595
	Total	$ 1,992,894	2,751,965	$ 1,079,584	1,847,480	$ 1,899,480	3,002,114

TABLE 1—Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
22, 23				Cotton Textiles and Apparel			
	January	$ 131,169	154,530	$ 270,777	261,878	$ 213,915	239,890
	February	155,518	146,693	281,979	185,681	376,318	433,910
	March	96,791	110,226	279,265	296,528	410,764	469,981
	April	132,282	135,065	286,967	209,868	343,785	344,343
	May	272,284	378,417	156,537	191,987	521,397	349,297
	June	217,695	298,472	206,117	229,737	428,850	385,230
	July	139,180	173,966	194,891	198,907	474,191	425,999
	August	120,405	163,231	200,227	284,560	210,713	206,816
	September	251,892	347,104	191,979	156,715	169,292	200,683
	October	185,516	252,254	224,657	349,554	311,586	365,476
	November	147,952	160,589	272,478	345,561	378,274	415,428
	December	150,499	139,321	135,052	179,143	342,407	343,816
	Total	$ 1,995,172	2,305,869	$ 2,543,906	2,769,239	$ 4,019,443	4,139,269
22, 23				Synthetic Textiles and Apparel			
	January	$ 20,632	7,207	$ 50,084	47,940	$ 9,344	1,545
	February	29,493	17,324	71,139	44,333	13,663	3,600
	March	53,820	20,541	92,894	44,871	18,567	3,632
	April	66,857	31,440	61,095	33,212	15,949	3,049
	May	125,944	107,726	33,592	20,702	13,693	3,100
	June	50,958	30,145	43,610	24,861	11,215	2,144
	July	48,180	13,249	29,579	18,455	4,152	894
	August	32,449	9,496	16,801	12,923	1,544	497
	September	50,916	51,296	34,726	32,156	11,555	2,906
	October	50,965	48,145	59,502	49,453	10,392	2,779
	November	62,602	95,862	56,667	41,198	5,070	1,944
	December	17,126	11,221	31,456	12,915	15,273	4,097
	Total	$ 611,950	463,672	$ 584,125	423,359	$ 130,417	29,505

TABLE A.—Continued

Commodity	1950		1949		1948	
Code No. Month	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
241-4			Lumber Products			
January....	$ 490,216	16,129,738	$ 414,122	15,013,545	$ 115,045	4,684,676
February...	363,882	12,425,629	421,193	16,111,091	198,162	8,424,115
March.....	372,223	13,176,876	599,381	21,901,982	118,997	4,798,233
April.....	376,352	14,811,414	283,533	10,979,956	244,268	9,319,651
May.....	435,188	19,372,336	541,394	20,351,847	353,427	9,188,740
June.....	500,644	19,939,709	696,221	23,868,044	612,935	23,073,393
July.....	413,717	19,910,499	313,825	12,054,976	543,471	19,547,513
August.....	157,092	16,846,947	339,424	12,954,564	380,000	15,059,762
September..	244,381	9,583,797	334,154	14,499,428	252,732	10,794,718
October....	274,733	10,560,963	415,037	19,135,085	297,399	9,811,806
November...	474,949	17,345,540	452,899	18,344,389	603,509	24,410,512
December...	435,282	13,243,257	582,559	21,945,582	437,781	18,529,512
Total.....	$ 4,848,419	188,360,732	$ 5,139,782	209,573,429	$ 3,995,720	157,853,399
2611			Wood Pulp			
January....	$	.....	$ 8,294	95,970	$ 69,210	912,462
February...	299,822	4,871,470	.....	.....	.....	.....
March.....	50,004	384,710	8,280	196,650	.....	.....
April.....	101,887	1,253,940	142,931	1,534,720	.....	.....
May.....	170,436	2,146,750	324,377	7,821,760	.....	.....
June.....	111,004	1,377,620	61,407	1,229,952	159,447	1,987,570
July.....	50,954	600,240	.....	.....	67,574	858,150
August.....	15,856	173,350	68,758	815,030	15,509	187,910
September..	164,814	2,847,900	174,117	2,186,143	.....	.....
October....	80,979	922,080	55,856	535,870	12,602	720,360
November...	369,136	4,723,820	7,930	94,960	155,916	1,880,890
December...	1,081,894	12,355,410	64,192	847,020	.....	.....
Total.....	$ 2,476,006	30,857,290	$ 913,142	15,382,172	$ 508,278	6,495,422

TABLE A.—Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
2612-99				Paper and Paper Products			
	January	$ 80,697	935,180	$ 538,913	8,521,323	$ 480,203	8,377,583
	February	173,329	2,580,512	343,516	5,801,098	233,912	3,235,962
	March	179,249	3,486,101	125,283	1,449,081	180,087	1,962,730
	April	222,975	3,589,161	459,845	8,001,898	187,871	2,961,281
	May	181,408	3,184,447	556,359	10,343,929	197,760	2,209,442
	June	40,681	332,679	560,698	9,802,693	406,267	4,301,665
	July	268,115	3,979,933	539,908	10,160,449	450,729	6,407,009
	August	229,589	3,327,069	318,736	5,764,587	644,092	11,295,851
	September	307,419	5,431,704	190,050	1,876,346	649,393	11,159,481
	October	209,553	2,545,507	147,761	2,985,891	372,911	5,276,898
	November	317,407	3,617,907	405,803	8,665,225	390,907	5,138,261
	December	449,569	6,756,767	234,156	4,521,025	334,033	5,667,048
	Total	$ 2,621,162	39,709,035	$ 4,328,188	76,693,453	$ 4,483,193	67,573,195
286				Royal Storax, Gum and Resins			
	January	$ 177,834	2,739,114	$ 171,837	2,576,336	$ 20,719	29,513
	February	284,287	5,086,231	343,578	6,253,694	25,922	354,703
	March	225,397	5,527,026	445,674	8,475,271	1,029	8,842
	April	155,056	3,010,893	381,877	6,841,292	22,093	264,929
	May	497,061	8,467,942	301,313	4,991,578	42,253	1,326,729
	June	444,728	8,250,345	444,280	8,415,602	456,949	8,739,335
	July	407,090	7,398,235	207,313	3,267,538	817,725	10,160,648
	August	270,582	4,446,734	207,956	3,281,519	118,287	2,035,457
	September	530,648	8,233,443	227,146	3,541,955	113,440	1,620,406
	October	1,357,487	19,098,089	263,814	4,153,190	159,004	2,217,962
	November	1,234,982	16,230,070	239,941	3,696,330	461,813	6,011,568
	December	1,004,346	12,112,312	213,849	3,182,068	288,450	3,808,168
	Total	$ 6,567,778	96,570,434	$ 3,468,572	57,875,513	$ 2,727,684	36,978,350

TABLE A--Continued

Commodity and Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
1475, 287			Phosphate Fertilizers			
January	$ 713,216	179,939,781	$ 290,103	75,391,420	$ 190,457	48,280,080
February	893,318	114,327,381	118,954	23,954,692	230,378	49,849,520
March	720,918	180,606,345	990,672	89,272,888	157,294	43,793,500
April	1,544,809	473,722,964	378,805	102,257,700	754,989	205,088,946
May	1,622,964	457,541,283	275,300	62,292,280	577,224	151,841,320
June	1,356,122	349,994,317	474,468	115,692,546	464,991	128,512,300
July	691,677	160,676,505	584,591	147,279,176	465,866	137,258,079
August	531,803	159,979,126	890,523	235,280,417	290,215	82,229,300
September	1,149,137	336,484,075	722,134	213,544,813	423,822	121,690,240
October	744,849	204,279,685	849,908	217,642,535	221,514	59,888,509
November	791,918	213,020,049	1,041,279	273,520,895	90,745	22,995,500
December	496,612	124,932,160	564,403	92,824,224	209,821	64,350,150
Total	$ 11,179,143	2,959,503,521	$ 6,989,240	1,769,873,576	$ 4,235,242	1,121,775,494
201, 287			Nitrogenous Fertilizers, Inorganic			
January	$ 62,000	2,279,580	$ 97,893	3,463,400	$ 616,964	19,903,083
February	7,175	261,460	22,948	890,120	99,939	5,671,287
March	4,572	298,340	22,438	806,620	17,009	684,070
April	75,794	2,983,170	27,620	962,168	22,049	880,260
May	211,184	8,937,840	18,359	653,390	13,996	559,600
June	104,078	4,347,540	58,528	2,098,040	16,031	640,247
July	41,270	1,890,905	45,293	1,705,955	.....	.....
August	27,550	1,217,300	11,535	469,720	.....	.....
September	72,794	2,787,500	52,507	2,042,320	.....	.....
October	16,783	612,320	54,828	2,019,780	.....	.....
November	23,752	889,960	39,859	1,471,550	.....	.....
December	46,915	1,775,980	32,315	1,187,589	18,381	659,469
Total	$ 695,875	28,181,875	$ 483,923	17,710,561	$ 804,369	29,050,897

TABLE 4.--Continued

Census Class Code No.	Month	1942 Value	1942 Quantity (lbs.)	1943 Value	1943 Quantity (lbs.)	1944 Value	1944 Quantity (lbs.)
		$	(lbs.)	$	(lbs.)	$	(lbs.)
2681-4				Edible Vegetable Oils			
	January	$ 8,836	63,261	$ 994	2,699	$ 449	1,322
	February	53,399	247,300	30,840	142,476	9,836	34,293
	March	9,282	65,280	43,465	227,282	31,212	109,762
	April	108,175	735,480	84,616	510,111	17,759	61,344
	May	123,929	790,969	92,564	444,535	24,925	78,489
	June	113,819	672,330	52,237	348,340	592	1,410
	July	57,057	312,219	9,092	70,968	33,411	101,991
	August	59,548	331,186	14,125	104,341	25,589	77,683
	September	178,178	1,007,824	958	4,977	95,450	310,289
	October	53,908	527,456	19,099	136,142	.....	.....
	November	22,854	124,270	40,932	313,207	1,420	4,476
	December	144,322	748,036	30,189	245,189	2,057	11,356
	Total	$ 952,529	5,683,611	$ 415,452	2,750,618	$ 244,680	796,015
2681-4				Inedible Vegetable Oils			
	January	$ 60,574	467,083	$ 40,984	288,606	$ 90,829	345,108
	February	85,983	650,329	47,716	337,206	40,836	122,991
	March	90,216	691,716	188,699	1,200,307	1,950	481
	April	117,889	782,484	123,769	792,227	16,998	66,547
	May	131,076	859,079	219,983	1,545,492	27,890	78,570
	June	123,045	774,171	29,851	135,415	4,367	24,038
	July	117,592	709,924	64,315	494,389	40,459	122,214
	August	468,517	2,994,657	24,924	182,685	43,296	184,029
	September	141,829	849,480	56,492	538,128	2,280	1,517
	October	178,490	1,049,980	61,644	490,251	146	466
	November	241,581	1,362,883	57,099	412,175	61,304	266,711
	December	184,173	989,859	64,989	572,307	15,588	64,823
	Total	$ 1,930,897	12,112,750	$ 973,796	6,619,188	$ 351,897	1,277,495

TABLE A--Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
2005-9				Animal Oils and Fats			
	January	$ 1,891,902	10,248,878	$ 843,344	5,856,601	$ 58,047	215,659
	February	820,084	8,371,021	1,198,231	7,951,348	1,222,083	4,604,559
	March	975,660	9,501,054	1,239,081	9,354,915	1,235,645	5,505,449
	April	925,897	9,031,711	317,516	2,854,424	342,541	1,580,716
	May	1,378,269	12,249,475	697,217	5,861,828	1,043,214	4,645,732
	June	1,129,193	10,928,364	509,558	4,348,925	926,057	4,052,581
	July	1,659,108	13,657,411	858,643	7,839,872	781,132	3,067,101
	August	2,349,800	14,924,845	1,252,993	9,361,801	1,025,718	4,456,486
	September	845,913	5,217,879	681,814	5,758,784	394,225	1,777,295
	October	435,925	3,261,439	1,087,783	8,365,314	385,142	1,689,671
	November	1,346,188	9,172,275	1,276,387	12,439,791	1,500,865	6,827,869
	December	1,998,179	12,042,529	1,245,141	12,765,585	850,808	3,145,225
	Total	$ 14,773,285	117,706,925	$ 11,219,358	91,150,878	$ 9,795,739	42,786,581
301				Rubber Tires and Inner Tubes			
	January	$ 133,592	909,940	$ 4,163	6,267	$ 65,823	216,409
	February	105,157	761,361	64,546	149,842	97,002	235,622
	March	51,142	113,919	4,391	8,811	154,869	389,175
	April	116,154	294,940	58,878	132,668	58,070	140,240
	May	119,527	324,447	55,116	145,352	55,456	137,727
	June	58,438	118,779	53,510	127,172	27,749	59,902
	July	.....	.....	62,708	141,246	34,794	81,971
	August	.....	.....	62,272	148,487	16,163	32,282
	September	.....	.....	15,964	39,078	13,378	25,602
	October	.....	.....	22,320	49,972	36,950	77,954
	November	.....	.....	98,107	219,159	20,150	45,548
	December	.....	.....	38,607	83,133	26,337	57,134
	Total	$ 576,008	1,416,986	$ 540,982	1,251,246	$ 607,281	1,423,891

Commodity		1950		1949		1948	
Comm. No.	Month	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
31				Leather and Leather Products			
	January	$ 37,538	20,966	$ 103,927	50,735	$ 53,476	25,597
	February	65,868	34,819	155,440	64,882	54,776	29,358
	March	41,263	19,939	101,158	44,821	115,226	45,339
	April	53,591	30,376	103,713	44,925	125,362	50,158
	May	48,761	25,288	59,187	31,728	92,495	39,478
	June	54,270	44,854	57,448	32,480	89,306	48,315
	July	36,597	19,358	29,135	13,235	54,367	29,958
	August	31,954	21,485	40,819	24,925	94,445	39,165
	September	46,697	27,532	60,851	31,615	112,417	47,257
	October	56,817	28,775	44,709	21,361	111,494	47,482
	November	40,249	20,500	59,888	29,247	79,446	42,833
	December	36,696	16,251	57,685	26,761	93,332	49,721
	Total	$ 550,217	354,835	$ 851,180	415,318	$ 1,082,342	498,884
321-3				Glass and Glass Products			
	January	$ 85,908	773,861	$ 34,685	329,349	$ 121,404	1,877,473
	February	56,829	547,027	50,440	442,403	49,871	611,121
	March	71,154	720,963	84,257	978,051	40,349	297,375
	April	76,888	912,547	58,107	559,814	68,458	691,362
	May	90,969	935,429	43,212	392,901	93,161	1,186,346
	June	56,193	566,863	55,148	487,885	99,299	1,042,906
	July	59,888	634,497	72,032	808,819	82,398	793,432
	August	58,000	500,623	49,615	635,706	49,633	520,144
	September	74,507	720,809	85,975	1,010,974	25,326	298,667
	October	91,489	845,254	81,394	784,490	79,599	823,086
	November	76,548	725,856	71,059	1,394,188	43,218	498,320
	December	49,780	924,086	67,719	565,196	71,217	810,023
	Total	$ 731,246	7,687,610	$ 753,523	8,391,956	$ 823,117	9,360,165

TABLE A--Continued

Commodity and Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
331-2			**Iron and Steel Semi-manufactures**			
January	$ 76,339	2,542,881	$ 192,929	2,221,218	$ 358,991	5,245,829
February	157,766	5,108,619	161,318	1,914,725	389,205	4,443,908
March	99,680	1,294,034	248,250	2,932,342	270,411	3,472,814
April	378,054	6,012,879	199,585	2,200,171	398,763	5,418,347
May	296,289	7,751,712	18,016	216,096	256,901	3,722,363
June	341,884	9,583,787	29,400	447,620	54,542	864,841
July	357,173	12,784,867	59,398	784,958	169,229	2,337,396
August	256,984	4,347,927	30,416	586,428	112,123	1,425,267
September	234,379	2,915,449	201,896	2,699,677	44,967	710,012
October	159,472	2,686,128	25,989	424,624	230,388	3,131,252
November	175,516	2,229,793	24,862	205,708	259,920	2,980,419
December	115,981	1,275,309	13,351	176,950	393,931	4,909,816
Total	$ 2,643,318	57,806,179	$ 1,206,218	14,998,609	$ 2,775,311	37,750,483
34			**Iron and Steel Manufactures**			
January	$ 38,899	294,712	$ 42,613	316,826	$ 101,908	1,187,058
February	39,364	282,416	149,765	1,355,087	61,367	739,177
March	33,146	272,759	101,561	788,978	72,150	884,011
April	29,020	188,420	71,852	744,734	149,697	2,634,220
May	24,553	137,228	117,728	1,678,257	92,134	595,977
June	32,257	250,290	87,300	790,114	364,962	5,056,706
July	28,272	156,148	60,397	709,573	206,135	2,914,326
August	43,698	244,322	119,916	1,114,143	120,356	2,548,604
September	55,219	341,989	85,206	921,121	83,137	2,025,714
October	48,627	251,432	64,149	701,463	118,541	1,105,545
November	49,054	287,645	44,653	441,614	46,151	434,545
December	101,495	505,146	719,969	17,804,441	115,170	1,078,436
Total	$ 532,798	3,122,717	$ 1,460,318	27,331,893	$ 1,532,088	20,901,543

TABLE A.—Continued

Commodity and Month	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
34. 25			Iron and Steel Advanced Manufactures			
January	$ 260,291	800,448	$ 141,809	386,070	$ 224,112	862,758
February	201,690	781,162	172,135	720,361	174,569	523,512
March	222,486	942,432	161,117	546,779	226,468	678,428
April	292,274	1,011,733	204,101	642,980	183,180	596,149
May	236,730	976,925	189,547	561,200	285,975	860,968
June	180,485	630,516	226,558	743,755	163,810	530,045
July	179,601	801,646	163,178	519,795	143,632	479,143
August	164,935	698,449	123,807	386,120	117,449	384,088
September	585,726	4,142,850	144,921	476,536	188,143	591,431
October	729,430	5,110,600	174,903	622,905	198,768	745,538
November	257,717	1,021,280	196,176	672,887	204,395	641,221
December	245,339	953,328	276,573	851,398	165,721	504,328
[illegible]	$ 3,504,804	17,932,689	$ 2,175,326	7,604,894	$ 2,334,864	7,387,744
351			Engines and Turbines (Except Locomotives)			
January	$ 299,448	360,436	$ 179,985	360,993	$ 186,644	461,952
February	57,580	59,845	59,329	135,274	227,169	480,991
March	85,371	94,353	104,691	214,679	88,111	193,989
April	139,154	175,056	72,399	124,431	181,012	560,226
May	89,417	143,151	59,014	74,923	52,425	95,121
June	57,174	78,940	55,840	112,589	89,281	218,696
July	97,998	173,507	79,014	168,987	132,497	445,460
August	33,976	43,791	120,655	259,149	221,440	673,852
September	125,576	222,085	56,199	172,579	38,999	45,496
October	254,752	497,949	89,921	182,221	59,307	121,446
November	185,517	332,846	97,575	152,589	136,456	284,198
December	134,117	181,751	162,259	513,874	115,956	196,882
[illegible]	$ 1,532,064	2,493,690	$ 1,138,135	2,734,202	$ 1,521,591	3,798,049

TABLE A.--Continued.

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
352				Agricultural Machinery			
	January....	$ 544,460	2,010,850	$ 367,548	1,485,063	$ 303,985	1,546,361
	February...	678,055	2,088,091	314,134	1,461,107	385,764	1,488,555
	March.....	293,855	1,116,044	320,321	1,194,398	333,035	1,139,176
	April.....	558,692	1,826,712	214,612	785,548	342,580	1,564,709
	May.....	465,721	1,440,093	353,538	1 255,857	325,172	1,217,660
	June.....	307,210	809,923	287,200	1,051,873	406,901	1,338,569
	July.....	381,089	1,166,693	335,521	1,013,515	229,131	873,414
	August.....	322,556	1,175,601	194,859	620,649	117,785	462,992
	September..	349,051	1,371,760	173,903	618,743	196,859	762,068
	October....	418,438	1,477,769	307,458	971,229	310,780	965,096
	November...	298,427	865,215	680,904	2,367,521	316,580	1 113,937
	December...	447,541	1,453,243	285,863	1,317,296	381,034	1,441,338
	Total....	$ 5,035,357	16,904,778	$ 3,943,143	13,761,967	$ 3,589,900	13,501,829
353				Mining and Well Machinery			
	January....	$ 27,573	60,994	$ 77,394	243,723	$ 53,493	94,028
	February...	57,128	63,734	48,526	72,707	102,777	332,649
	March.....	68,824	123,878	70,460	159,849	40,618	134,172
	April.....	48,834	139,479	75 091	161,885	33,035	79,661
	May.....	82,204	134,495	43,471	112,934	18,472	56,895
	June.....	91,658	268,822	40,774	69,399	67,151	161,925
	July.....	109,961	189,899	35,851	58,857	41,344	170,216
	August.....	64,989	157,201	35,084	241,610	59,802	116,701
	September..	85,352	258,473	57,369	131,095	33,500	91,510
	October....	92,767	163,962	32,929	55,494	58,852	138,454
	November...	167,601	435,162	85,089	145,492	51,349	94,680
	December...	122,168	354,693	38,000	63,557	111,598	224,683
	Total....	$ 1,018,991	2,944,972	$ 632,046	1,535,782	$ 672,995	1,607,570

TABLE A--Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
353				Construction Machinery			
	January....	$ 117,401	364,537	$ 117,782	370,821	$ 73,721	412,448
	February...	98,433	292,533	77,621	266,000	81,894	377,882
	March.....	163,043	436,784	121,604	538,542	90,752	260,298
	April.....	106,397	351,643	127,210	384,053	25,089	116,896
	May.....	217,326	551,868	57,262	187,642	49,096	150,611
	June.....	76,797	224,504	26,098	75,851	43,190	167,700
	July.....	109,416	243,690	100,454	351,735	126,214	339,115
	August....	228,516	525,392	87,670	254,241	83,890	231,253
	September..	113,387	428,699	115,122	280,934	68,811	248,099
	October....	87,900	269,365	106,684	461,026	149,008	433,099
	November...	199,050	595,670	131,000	586,232	65,449	217,178
	December...	150,987	427,646	159,262	419,847	70,365	224,389
	Total....	$ 1,669,563	5,108,351	$ 1,230,769	4,184,978	$ 909,473	3,172,102
354				Metalworking Machinery			
	January....	$ 4,084	5,431	$ 30,764	77,666	$ 12,435	14,867
	February...	7,081	16,737	23,898	46,311	9,534	9,470
	March.....	9,343	39,360	62,817	100,549	13,577	11 789
	April.....	4,851	9,021	7,518	19,921	38,206	46,377
	May.....	10,296	46,262	12,477	17,550	1,383	1,455
	June.....	6,082	16,316	6,052	11,854	12,105	14,355
	July.....	13,644	22,994	9,103	13,509	4,259	5,947
	August....	6,747	6,285	40,172	59,547	15,117	13,737
	September..	28,314	23,894	80,602	47,095	52,575	46,712
	October....	4,537	6,965	58,316	57,516	38,888	48,084
	November...	11,417	11,140	33,159	28,304	9,294	7,856
	December..	13,989	21,782	21,051	72,274	29,216	26,529
	Total....	$ 112,905	226,967	$ 406,169	544,096	$ 238,527	289,578

TABLE A--Continued

Commodity Code No	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
355			Textile, Service, and Shoe Machinery				
	January	$ 7,358	38,023	$ 17,947	18,899	$ 300,296	342,179
	February	9,447	36,150	19,509	11,762	124,938	111,877
	March	39,785	131,669	17,904	16,469	159,146	159,430
	April	24,751	44,269	11,525	18,126	190,182	294,195
	May	71,315	277,089	19,307	24,568	173,418	529,733
	June	10,062	20,831	21,414	112,225	117,394	182,589
	July	46,524	127,558	5,487	2,286	94,261	112,335
	August	35,138	55,122	13,430	23,457	39,797	111,880
	September	67,384	272,913	5,487	4,258	19,475	26,014
	October	131,469	274,784	17,758	14,209	26,998	51,926
	November	39,330	80,426	10,457	11,035	37,843	49,024
	December	26,122	105,486	17,284	32,731	48,103	44,156
	Total	$ 504,305	1,455,380	$ 177,456	281,979	$ 1,327,759	2,014,734
355-6			Other Industrial Machinery				
	January	$ 122,414	233,157	$ 225,426	406,599	$ 323,368	661,853
	February	138,207	243,209	289,668	387,989	390,630	613,261
	March	114,479	221,822	145,844	288,322	285,296	418,998
	April	120,608	332,410	271,802	613,958	209,994	374,300
	May	209,284	453,247	212,840	452,369	344,755	896,891
	June	241,432	589,399	148,881	228,131	7,237,552	648,385
	July	278,609	549,931	219,199	341,915	267,221	541,654
	August	196,588	370,497	217,062	382,843	250,738	476,998
	September	160,745	323,491	175,206	238,818	214,957	425,903
	October	361,247	694,227	271,573	413,620	285,723	499,550
	November	532,910	1,016,291	370,764	722,052	284,598	634,809
	December	233,043	595,210	169,980	280,991	314,565	680,024
	Total	$ 3,009,575	5,962,801	$ 2,702,645	4,752,249	$ 10,325,289	6,831,776

TABLE 4.—Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
361				Electrical Machinery			
	January....	$ 568,611	1,193,993	$ 620,805	1,220,466	$ 580,321	1,113,201
	February...	571,329	1,310,301	511,675	980,579	471,644	912,987
	March.....	509,883	1,202,065	897,198	1,740,699	616,701	1,309,598
	April.....	774,074	1,886,770	557,620	1,238,532	744,855	1,517,285
	May.....	718,578	1,665,839	569,475	1,390,014	753,077	1,523,325
	June.....	632,111	1,303,861	454,235	915,859	924,707	1,884,372
	July.....	778,596	1,879,900	466,358	1,144,532	922,729	1,804,374
	August....	789,215	1,691,927	489,389	912,164	1,218,157	2,446,700
	September..	958,195	1,975,931	984,715	782,998	618,272	1,247,191
	October....	680,332	1,378,040	640,277	1,205,173	882,235	1,778,989
	November...	708,628	1,520,943	640,375	1,399,215	497,559	981,345
	December...	1,010,448	2,074,484	425,592	692,429	778,545	1,541,465
	Total....	$ 8,694,154	19,085,458	$ 6,569,448	13,616,288	$ 9,155,892	18,956,778

TABLE 3

THE IMPORTATION OF FLORIDA'S PRINCIPAL COMMODITIES, BY MONTH, DURING 1950, 1949 AND 1948

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
0127				Tobacco, Manufactured			
	January....	$ 511,629	666,105	$ 695,401	614,984	$ 661,813	595,724
	February...	345,842	341,428	685,616	690,151	270,552	284,967
	March.....	741,846	687,693	695,842	651,242	689,670	635,981
	April.....	439,150	497,455	764,357	691,278	762,451	594,764
	May.....	531,302	545,926	628,422	635,943	645,557	718,572
	June.....	309,773	315,300	429,992	468,896	955,149	725,019
	July.....	385,120	342,505	526,194	563,789	640,676	514,335
	August....	715,841	631,865	650,296	779,463	770,821	665,709
	September..	848,976	800,821	644,009	629,858	552,459	543,499
	October....	761,215	829,529	422,551	381,736	890,527	756,800
	November...	426,443	379,478	551,806	505,647	713,021	504,467
	December...	516,998	461,108	358,259	284,367	411,786	351,478
	Total....	$ 6,536,128	6,528,413	$ 6,765,219	6,947,314	$ 7,970,943	6,852,977
0131				Beans			
	January....	$ 446,158	16,482,869	$ 639,751	21,935,883	$ 896,184	26,450,102
	February...	646,876	22,261,581	655,122	22,647,339	757,172	25,814,335
	March.....	624,692	23,970,729	1,057,185	35,249,324	1,080,478	36,496,312
	April.....	471,792	18,097,696	857,102	30,298,811	1,103,677	37,425,510
	May.....	566,693	22,533,659	915,358	35,377,184	1,284,643	41,805,394
	June.....	618,177	23,491,766	1,248,694	45,308,767	991,873	32,916,711
	July.....	491,843	17,865,040	809,596	28,648,455	974,051	32,906,002
	August....	537,701	20,901,992	732,537	26,359,932	1,043,922	35,935,858
	September..	387,156	15,319,447	793,000	29,976,632	955,891	32,349,796
	October....	514,180	20,348,981	928,726	31,870,619	1,304,300	42,645,118
	November...	432,268	17,853,096	872,181	31,960,291	1,051,408	34,110,996
	December...	362,098	14,262,353	571,667	21,538,678	790,711	27,193,531
	Total....	$ 6,052,774	232,588,579	$ 9,800,679	355,281,626	$ 12,221,526	404,250,539

TABLE 1--Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
0132				Coffee, Raw			
	January	$ 2,257,662	5,457,714	$ 2,348,549	8,596,987	$ 1,541,674	5,937,938
	February	1,372,668	3,225,968	3,678,173	12,734,821	2,748,135	11,810,989
	March	2,816,763	4,567,077	1,315,544	5,435,987	1,982,652	7,607,903
	April	1,181,129	2,852,807	1,988,839	8,579,859	1,173,444	4,449,122
	May	2,146,872	4,633,696	802,372	3,355,348	1,349,033	5,131,720
	June	1,644,319	3,460,460	1,557,805	5,658,659	1,427,669	5,510,820
	July	2,473,641	5,352,048	915,125	3,243,234	1,939,283	7,460,960
	August	5,353,888	10,115,641	2,855,714	10,419,545	1 879,869	7,170,658
	September	3,890,078	6,555,887	1,502,085	5,995,215	1,109,301	4,586,801
	October	1,779,857	3,486,153	1,234,542	4,469,349	1,253,642	8,006,361
	November	3,717,313	7,221,128	2,890,350	9,725,984	3,040,611	12,560,867
	December	3,598,241	7,208,446	3,020,351	7,824,332	2,056,945	7,522,048
	Total	$ 32,754,405	70,144,966	$ 23,497,441	84,978,920	$ 22,157,652	86,926,189
0199				Sisal, Jute, Kenaf, Hemp			
	January	$	.....	$ 15,475	184,435	$	.....
	February	32,696	476,169	.....	.....	.....	.....
	March	118,705	1,618,273	90,400	276,955	.....	.....
	April	69,985	907,459	69,326	451,923	.....	.....
	May	175,396	1,972,678	66,719	448,822	.....	.....
	June	136,144	1,517,697	116,440	787,073	.....	.....
	July	149,986	1,404,472	57,409	382,256	.....	.....
	August	183,815	990,805	119,459	805,311	.....	.....
	September	3,950	84,067	87,436	842,087	.....	.....
	October	57,362	690,755	35,898	249,431	.....	.....
	November	.....	.....	29,954	183,480	.....	.....
	December	.....	.....	16,150	222,729	.....	.....
	Total	$ 892,961	9,562,378	$ 646,786	5,211,992	$	.....

TABLE 2--Continued

Commodity / Item No. / Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
201			Meat Products			
January	$ 197,846	877,565	$ 200,646	1,016,010	$ 255,844	1,281,013
February	247,693	1,149,498	139,908	681,111	1,316	3,982
March	251,157	1,206,184	94,814	468,176	.....	.....
April	441,787	1,971,645	48,246	220,719	325,909	1,561,501
May	272,654	1,248,454	211,585	906,165	99,803	526,566
June	457,951	2,013,964	192,987	884,382	448,814	1,976,644
July	296,189	1,240,292	274,693	1,282,602	305,231	1,272,973
August	335,694	1,598,146	344,739	1,619,018	601,397	2,616,284
September	235,055	1,111,724	241,761	1,044,600	108,504	482,897
October	327,734	2,478,789	162,560	704,090	402,189	1,691,413
November	260,284	1,239,221	125,478	578,211	302,377	1,351,179
December	448,851	1,830,854	111,269	473,055	434,866	2,065,922
Total	$ 3,872,485	17,566,496	$ 2,180,558	9,818,093	$ 3,202,644	14,790,901
203			Shellfish and Shellfish Products			
January	$ 17,146	132,001	$ 24,597	222,025	$ 23,495	186,054
February	100,980	419,714	58,371	334,645	56,146	279,726
March	50,694	265,305	55,211	307,494	63,025	268,939
April	14,563	146,360	19,368	101,785	25,224	98,319
May	9,613	174,976	9,384	97,200	15,333	121,727
June	9,613	217,498	6,328	222,960	3,702	102,778
July	4,837	156,341	51,658	275,982	15,308	187,955
August	15,427	274,209	1,648	34,862	5,461	74,616
September	37,410	162,347	15,442	109,287	22,851	47,018
October	53,570	373,779	98,968	401,765	43,322	197,046
November	35,259	249,609	85,013	320,338	129,348	442,464
December	62,813	246,609	89,335	346,521	53,229	283,326
Total	$ 410,187	2,840,769	$ 519,923	2,854,944	$ 456,435	2,290,562

TABLE 3.—Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
019, 209				Fresh and Frozen Fruits			
	January	$ 79,702	2,882,536	$ 90,145	1,389,887	$ 92,710	1,901,374
	February	156,732	5,908,680	90,398	3,220,178	54,985	2,122,197
	March	228,867	8,012,593	127,592	5,178,073	140,275	5,496,511
	April	174,797	7,243,008	166,894	6,794,295	243,769	10,842,689
	May	270,436	10,442,984	265,343	10,593,841	248,844	9,807,249
	June	190,934	8,779,498	124,597	5,247,121	105,788	3,971,618
	July	146,834	5,354,425	58,573	1,716,258	109,476	2,412,622
	August	97,541	2,606,854	59,985	1,542,698	107,679	2,735,145
	September	21,459	572,659	55,715	1,849,204	58,679	842,541
	October	9,692	444,435	16,444	743,172	23,007	797,414
	November	21,816	769,257	54,819	2,269,770	65,145	2,554,035
	December	41,569	1,675,318	19,522	775,994	48,745	1,975,771
	Total	$ 1,433,719	54,306,295	$ 1,060,487	41,122,791	$ 1,290,903	44,339,203
209				Canned and Preserved Fruits			
	January	$ 33,398	421,495	$ 58,976	599,149	$ 93,969	729,934
	February	34,289	414,286	115,604	993,576	190,216	1,571,869
	March	53,718	690,934	129,035	1,255,422	212,222	1,907,801
	April	59,619	759,750	74,145	813,522	288,046	2,744,359
	May	64,174	887,656	116,554	1,311,861	298,413	2,817,582
	June	114,377	1,447,900	202,835	2,849,038	731,744	5,991,690
	July	129,311	1,581,950	274,653	3,144,254	620,435	6,339,278
	August	131,730	1,548,179	227,013	2,435,524	289,507	2,544,454
	September	74,519	979,677	160,693	1,581,650	174,437	1,721,963
	October	40,475	543,337	132,182	1,427,588	65,953	656,810
	November	30,435	394,444	35,909	452,699	71,101	665,078
	December	28,537	408,557	62,989	700,017	77,256	637,914
	Total	$ 734,576	9,844,919	1,591,926	16,724,480	$ 3,112,379	28,330,812

TABLE B.--Continued

Commodity Code No.	Month	1950 Value	1950 Weight	1949 Value	1949 Weight	1948 Value	1948 Weight
		- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
014, 203				Fresh and Frozen Vegetables			
	January	$ 461,785	11,914,155	$ 366,188	7,867,666	$ 354,740	7,351,143
	February	451,934	13,378,020	750,018	16,126,877	586,299	12,367,442
	March	84,678	2,348,059	230,788	4,294,290	535,309	11,105,049
	April	11,877	185,723	51,549	726,771	85,549	1,358,287
	May	3,442	62,533	18,735	112,035	24,178	293,564
	June	------	------	111	925	7,590	30,848
	July	------	------	------	------	10,723	103,645
	August	------	------	------	------	3,472	26,329
	September	------	------	------	------	2,599	45,549
	October	364	4,550	------	------	------	------
	November	12,739	175,562	15,404	139,581	51,856	541,283
	December	87,459	1,284,631	24,902	421,287	69,236	1,182,306
	Total	$ 1,113,598	29,353,215	$ 1,457,215	29,986,052	$ 1,730,746	34,397,367
203				Canned and Preserved Vegetables			
	January	$ 424,360	17,162,861	$ 250,874	10,173,029	$ 38,949	1,582,257
	February	136,305	5,546,553	2,950	65,242	15,216	567,293
	March	75,334	3,039,579	2,891	55,404	15,285	469,118
	April	45,239	1,749,282	787	28,234	1,795	67,676
	May	581	19,060	285	9,080	1,843	40,739
	June	10,130	372,843	333	11,780	5,824	46,933
	July	10,299	171,121	113	4,590	2,064	29,295
	August	12,345	227,037	145	7,080	2,289	34,159
	September	1,900	28,755	248	12,669	2,261	25,601
	October	276,439	16,229,572	265,578	16,967,466	91,421	4,810,827
	November	54,152	3,000,864	753,258	30,432,198	545,727	21,746,283
	December	356,872	24,108,822	332,522	13,549,313	289,578	6,972,611
	Total	$ 1,403,235	72,775,949	$ 2,616,584	78,735,667	$ 954,675	34,408,305

TABLE 3.--Continued

Commodity code No.	Month	1939 Value - $ -	1939 Volume (lbs.)	1940 Value - $ -	1940 Volume (lbs.)	1941 Value - $ -	1941 Volume (lbs.)
2042				Animal Foods and Fodders			
	January	$ 214,619	11,570,035	$ 79,999	4,145,366	$	.....
	February	37,901	4,998,772	132,568	5,632,679	.....	.....
	March	.....	.....	.....	.....	.....	.....
	April	43,500	2,636,348	79,444	5,720,653	9,827	358,290
	May	76,741	4,580,653	209,990	10,558,058	.....	.....
	June	108,712	5,700,397	116,497	5,830,428	27,897	990,966
	July	163,787	9,060,603	57,529	2,711,638	.....	.....
	August	102,971	5,401,204	105,552	7,561,549	11,912	410,058
	September	6,817	294,644	53,888	4,014,648	.....	.....
	October	144,960	8,985,245	126,870	7,459,307	57,819	2,130,729
	November	7,536	451,943	179,312	8,481,662	.....	.....
	December	15,642	615,800	126,854	10,610,458	.....	.....
	Total	$ 922,286	51,375,643	$ 1,468,593	80,726,438	$ 107,455	3,882,035
206				Sugar			
	January	$ 641,428	10,717,349	$ 207,375	3,514,000	$ 193,050	3,313,200
	February	899,649	15,885,771	626,284	11,690,326	644,694	11,884,941
	March	1,000,214	17,429,884	1,021,287	17,909,743	612,460	10,837,224
	April	1,256,542	21,755,982	953,415	16,947,435	461,219	8,235,889
	May	1,421,110	28,078,499	826,264	13,726,890	696,935	12,463,178
	June	484,620	8,235,200	876,975	14,579,166	554,749	6,429,321
	July	1,172,425	19,548,477	554,488	9,307,482	486,437	8,921,484
	August	1,378,821	22,123,171	875,190	14,350,480	985,898	17,985,465
	September	455,218	7,862,699	478,760	8,521,752	596,551	10,785,783
	October	328,825	5,774,869	417,960	7,641,282	1,423,525	25,658,178
	November	190	3,414	667,029	11,971,547	294,904	5,872,800
	December	.....	.....	.....	.....	.....	.....
	Total	$ 9,241,057	156,626,546	$ 7,305,139	125,900,183	$ 7,289,279	130,766,663

TABLE 2.—Continued

Commodity and Sch. No.	Month	1955 Value	1955 Volume (Lbs.)	1956 Value	1956 Volume (Lbs.)	1957 Value	1957 Volume (Lbs.)
206				Molasses			
	January	$ 87,000	7,200,000	$ 617,770	41,401,834	$ 4	6
	February	47,346	19,193,649	.....	.....	57	372
	March	210,161	69,332,255	.....	.....	1	2
	April	208,151	74,414,491	.....	.....	279,675	18,870,280
	May	15,561	17,262,504	.....	.....	1,204,748	81,420,865
	June	.....	.....	.....	.....	1,123,547	76 103,178
	July	.....	.....	68,690	27,992,950	284,993	19,280,333
	August	.....	.....	210,488	85,496,176	1	9
	September	.....	.....	46,419	19,000,875	.....	.....
	October	59,791	18,669,880	46,242	18,858,434	.....	.....
	November	.....	.....	.....	.....	329,159	8,887,245
	December	.....	.....	.....	.....	240	273
	Total	$ 588,010	286,602,799	$ 989,523	332,692,289	$ 3,221,785	204,562,583
0132, 207				Nuts and Nut Products			
	January	$ 19,084	875,617	$ 26,346	826 493	$ 53,927	470,582
	February	9,433	299,455	15,971	591,578	82,332	995,115
	March	1,504	65,653	9,436	545,060	36,591	348,149
	April	710	20,690	4,051	143,679	81,172	1,036,635
	May	2,658	189,465	2,333	82,946	23,825	456,769
	June	552	32,600	255	2,812	34,986	409,432
	July	...	...	31	178	260	7,560
	August	661	8,865	9,416	142,589	3,211	104,487
	September	14,767	604,109	22,229	952,788	15,385	545,394
	October	30,344	1,080,710	18,755	690,134	50,586	1,446,641
	November	29 669	1,057,546	55,289	1,920,420	37,048	1,682,650
	December	29,162	1,056,099	26,170	1,080,948	55,612	1,522,669
	Total	$ 139,390	5,838,728	$ 185,196	6,676,833	$ 495,917	9,219,582

TABLE 3--Continued

Commodity	1950		1949		1948	
Code No. Month	Value	Weight	Value	Weight	Value	Weight
	- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
2082-5			Alcoholic Beverages			
January	$ 20,718	58,976	$ 37,183	430,744	$	.....
February	58,423	279,484	17,682	97,327	8,107	27,308
March	27,311	127,231	42,198	189,812	15,273	59,602
April	58,744	169,335	4,535	46,220	759	2,047
May	31,087	113,881	3,219	54,440	2,355	17,358
June	30,131	87,591	5,764	20,300	2,676	24,176
July	77,027	245,206	29,479	104,773	2,694	30,036
August	3,199	27,412	9,696	54,898	1,450	3,659
September	70,356	246,543	44,015	158,898	4,310	10,913
October	134,095	447,690	62,048	202,526	11,896	39,577
November	142,188	458,862	55,115	155,427	25,941	85,026
December	139,952	495,573	98,567	332,184	20,456	104,969
Total	$ 794,313	2,746,982	$ 409,495	1,510,431	$ 96,437	385,291
281			Lead			
January	$	.....	$ 11,629	478,843	$ 40,173	2,197,580
February	.....	.....	.....	.....	61,313	3,349,840
March	20,871	1,965,501	.....	.....	.....	.....
April	.....	.....	.....	.....	24,527	7,195,980
May	60,000	3,306,700	117,631	4,302,070	16,908	266,924
June	58,132	4,426,090	36,557	3,274,239	138,200	7,440,000
July	14,307	3,644,000	1,955	78,473	141,586	6 772,090
August	.....	.....	78,895	3,309,473	146,295	8,089,990
September	55,108	4,509,990	.....	.....	69,790	4,134,043
October	.....	.....	64,187	4,069,064	272,636	18,479,422
November	.....	.....	106,427	6,724,850	279,263	20 825,930
December	.....	.....	.....	.....	.....	.....
Total	$ 238,418	17,278,981	$ 416,671	22,270,611	$ 1,214,692	79,870,732

TABLE B--Continued

Commodity and Item No.	Month	1938		1939		1940	
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
242				Lumber			
	January	$ 74,172	2,739,328	$ 18,071	948,433	$ 36,327	970,551
	February	60,397	1,587,937	16,953	429,546	12,365	494,050
	March	53,936	1,201,280	52,349	1,107,720	14,377	588,792
	April	135,762	3,479,020	17,213	812,458	35,148	538,379
	May	108,354	2,622,201	34,198	940,908	41,906	687,544
	June	91,873	2,250,934	21,186	732,573	18,235	390,498
	July	363,554	11,993,628	23,835	1,184,444	19,240	259,080
	August	75,351	1,427,901	57,787	1,447,557	13,948	274,424
	September	57,349	1,239,324	62,080	1,489,732	33,424	541,904
	October	191,985	6,067,853	47,989	1,256,434	85,073	1,344,092
	November	577,049	16,057,441	44,742	1,313,627	82,333	1,811,151
	December	212,827	5,535,159	85,167	1,343,851	117,559	2,162,282
	Total	$ 1,991,811	56,201,456	$ 494,694	12,526,483	$ 589,608	10,910,501
2612				Inverting Paper			
	January	$ 537,731	11,091,694	$ 215,259	4,662,887	$ 335,377	9,812,008
	February	757,823	15,449,259	680,447	14,149,598	54,345	1,298,856
	March	142,402	5,188,197	803,558	17,848,270	454,578	12,286,721
	April	641,969	13,120,327	842,812	17,482,758	149,647	3,507,637
	May	784,634	15,839,162	584,135	12,132,785	549,863	12,254,214
	June	396,378	8,047,759	701,850	14,280,987	328,546	6,551,570
	July	739,837	14,935,549	441,975	9,437,176	977,393	19,277,818
	August	896,137	18,739,288	375,573	7,329,229	395,482	8,058,477
	September	527,330	11,196,016	466,535	9,251,822	147,178	3,126,856
	October	608,873	12,620,368	1,020,485	20,428,338	602,170	12,814,654
	November	967,214	20,385,866	869,298	17,269,261	532,779	9,248,952
	December	880,138	15,496,439	1,222,714	24,285,491	701,078	14,080,325
	Total	$ 7,881,874	169,870,855	$ 8,227,819	169,689,742	$ 5,479,472	119,740,088

TABLE X--Continued.

Commodity Code No.	Month	1950 Value	1950 Weight (lbs.)	1949 Value	1949 Weight (lbs.)	1948 Value	1948 Weight (lbs.)
282				Coal-tar Products			
	January	$ 199,495	9,537,560	$ 190,755	14,520,213	$ 86,596	4,368,000
	February	10	3	.....	.....	.....	.....
	March	.....	.....	147,759	7,221,709	1,120	449
	April	86,811	4,513,660	.....	.....	121,875	5,590,000
	May	.....	.....	5,345	234,116	225,579	11,588,917
	June	195,425	9,171,963	128,815	6,907,319	.....	.....
	July	147,793	7,296,683	154,510	7,823,394	.....	.....
	August	182,184	9,584,340	.....	.....	.....	.....
	September	.....	.....	176,746	10,311,796	120,559	6,316,880
	October	.....	.....	.....	.....	300,112	15,091,510
	November	72	470	.....	.....	.....	.....
	December	199,434	9,355,897	.....	.....	.....	.....
	Total	$ 1,009,324	49,460,928	$ 903,922	47,018,451	$ 863,835	42,955,676
281, 287				Nitrogenous Fertilizers			
	January	$ 89,768	4,963,454	$ 391,043	22,491,200	$ 366,791	24,000,352
	February	188,972	11,377,954	697,819	33,854,931	762,979	46,659,625
	March	344,132	17,550,356	915,094	48,742,434	415,767	25,050,495
	April	451,600	26,065,468	9,203	201,470	76,546	4,701,701
	May	375,517	19,331,035	428,318	22,846,380	287,784	18,229,572
	June	179,475	10,029,563	.....	.....	355,193	22,624,000
	July	126,622	11,297,948	788,417	46,936,462	444,391	28,011,011
	August	35,691	2,083,276	677,960	32,852,773	810,635	51,322,100
	September	421,406	23,229,650	283,266	11,701,846	.....	.....
	October	398,842	22,264,112	490,334	26,152,063	9,777	186,000
	November	457,018	25,298,454	88,770	5,092,591	195,504	11,009,931
	December	222,819	11,987,544	214,733	12,165,538	1,800	60,000
	Total	$ 3,291,344	185,719,716	$ 4,984,237	262,439,618	$ 3,727,167	231,916,187

TABLE 3.--Continued

Commodity Schedule No.	Month	1960 Value	1960 Weight (lbs.)	1961 Value	1961 Weight (lbs.)	1962 Value	1962 Weight (lbs.)
281, 287				**Potassic Fertilizers**			
	January	$ 200,329	12,597,243	$	.....	$	.....
	February	589,712	28,681,762	.....	.....	.....	.....
	March	200,589	12,145,528	.....	.....	11,482	520,000
	April	251,002	17,884,198	73,618	3,200,000	12,200	560,000
	May	67,306	4,401,040	.....	.....	.....	.....
	June	.....	.....	101,044	4,394,040	.....	.....
	July	.....	.....	43	2,000	.....	.....
	August	7,884	500,855	.....	.....	.....	.....
	September	80,151	4,650,000	.....	.....	58,000	3,858,050
	October	167,020	11,457,186	.....	.....	10,409	2,602,204
	November	311,953	17,727,927	.....	.....	.....	.....
	December	319,644	21,789,283	94,000	1,873,910	.....	.....
	Total	$ 2,195,604	131,774,966	$ 208,665	9,479,950	$ 132,171	7,540,254
31				**Leather and Leather Products**			
	January	$ 29,111	25,280	$ 63,163	58,140	$ 7,293	6,416
	February	26,707	20,670	85,549	89,590	17,849	16,275
	March	48,512	49,751	97,314	95,295	8,285	7,848
	April	58,818	41,599	42,186	34,691	16,448	13,810
	May	3,775	3,035	12,998	10,029	9,144	6,860
	June	1,789	364	3,842	679	2,064	254
	July	1,621	323	2,104	425	4,928	793
	August	777	132	6,108	1,759	4,454	587
	September	681	222	3,139	727	2,232	426
	October	2,158	510	6,247	1,291	13,645	4,942
	November	7,978	1,260	7,986	2,334	48,502	17,654
	December	4,027	3,712	11,696	6,075	85,809	34,707
	Total	$ 185,954	146,998	$ 342,712	302,965	$ 220,854	200,572

TABLE 8 --Continued

Commodity Code No.	Month	1950 Value	1950 Weight (lbs.)	1949 Value	1949 Weight (lbs.)	1948 Value	1948 Weight (lbs.)
		- $ -		- $ -		- $ -	
331-2		Iron, Steel, Stainless, Terneplate, Scrap and Waste					
	January	$ 300	11,200	$ 27,810	2,018,976	$ 28,929	1,748,916
	February	20	2,400	8,507	852,537	15,033	1,985,556
	March	....	.....	222	21,616	17,796	1,279,720
	April	.....	.....	4,092	525,984	33,111	2,293,354
	May	8,369	1,554,330	1,755	175,478	15,529	1,497,944
	June	16,871	2,557,567	.....	.....	28,892	2,514,272
	July	15,965	2,301,189	1,000	200,000	38,517	3,266,648
	August	13,849	1,759,226	.....	.....	34,440	2,508,099
	September	15,376	2,012,467	.....	.....	27,514	2,292,946
	October	32,757	3,920,739	.....	.....	31,951	2,622,594
	November	27,941	3,143,347	.....	.....	26,914	2,366,068
	December	16,673	1,832,280	.....	.....	18,629	1,110,170
	Total	$ 147,353	19,285,932	$ 43,386	3,797,582	$ 332,426	26,889,695
331-2		Other Iron and Steel Semi-manufactures					
	January	$ 91,446	9,598,523	$ 9,966	224,502	$	.....
	February	8,211	383,189	7,321	161,310	.....	.....
	March	35,346	3,487,161	71,395	1,412,457	.....	.....
	April	119,742	4,713,947	.....	.....	.....	.....
	May	598,350	24,975,173	.....	.....	.....	.....
	June	228,799	9,375,065	.....	.....	.....	.....
	July	521,578	22,320,473	.....	.....	.....	.....
	August	68,469	2,917,093	.....	.....	.....	.....
	September	17,918	689,685	.....	.....	.....	.....
	October	983,144	14,820,845	.....	.....	.....	.....
	November	290,667	9,048,090	.....	.....	65,539	1,315,264
	December	263,393	9,462,000	114,329	4,346,326	.....	.....
	Total	$ 2,687,569	104,751,256	$ 203,011	6,344,675	$ 65,539	1,315,264

TABLE 3--Continued

Commodity Code No.	Month	Value	Weight (lbs.)	Value	Weight (lbs.)	Value	Weight (lbs.)
		- $ -		- $ -		- $ -	
34	**Iron and Steel Manufactures**						
	January	$ 19,899	578,348	$ 36,424	754,394	$	.....
	February	26,185	862,672	31,600	671,692	25	200
	March	17,741	606,916	60,247	1,144,172	4	90
	April	89,465	2,526,967	23,280	341,768	.....	.....
	May	75,216	1,907,561	1,143	12,191	25	200
	June	132,575	3,505,517	.....	.....	12	120
	July	177,750	4,561,923	7,873	86,298	.....	.....
	August	138,588	3,132,873	1,843	24,839	.....	.....
	September	36,459	776,459	2,740	30,247	.....	.....
	October	303,637	7,833,557	18	196	.....	.....
	November	160,852	4,206,861	35,780	1,330,345	13,557	252,700
	December	258,727	6,363,564	78,510	1,963,339	2,294	50,210
	Total	$ 1,421,014	36,952,218	$ 275,418	6,967,406	$ 17,917	303,520
352	**Agricultural Machinery**						
	January	$	.....	$ 105,328	285,824	$	.....
	February	.....	.....	262,375	706,636	959	1,852
	March	42	155	272,932	677,480	.....	.....
	April	6,471	13,972	.....	.....	114,426	246,400
	May	500	75	.....	.....	114,380	246,400
	June	42,782	291,933	54,222	228,196	187,514	660,196
	July	87,952	339,986	14,606	62,248	33,783	339,415
	August	14,581	100,659	14,620	53,941	.....	.....
	September	.....	.....	.....	.....	.....	.....
	October	.....	.....	19,070	61,510	43,642	118,272
	November	1,050	2,520	.....	.....	74,671	202,274
	December	.....	.....	.....	.....	131,887	354,816
	Total	$ 175,378	689,300	$ 745,153	2,067,885	$ 620,282	1,769,625

TABLE 3--Continued

Commodity Code No.	Month	1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
372				Automobiles, Trucks and Busses			
	January	$ 49,924	125,384	$ 11,126	13,660	$	.....
	February	38,656	60,889	24,004	31,965	.....	.....
	March	74,951	161,164	10,219	15,800	.....	.....
	April	73,573	191,046	11,626	25,019	.....	.....
	May	114,697	632,950	822	5,200	.....	.....
	June	267,648	579,291	14,372	25,030	54,729	197,430
	July	60,665	154,725	345	338	67,298	149,680
	August	108,165	269,319	471	484	121,355	260,648
	September	205,245	574,715	269	392	.....	.....
	October	261,712	662,621	.....	.....	394,859	856,721
	November	270,720	655,986	24,767	44,769	16,806	31,336
	December	115,020	254,226	9,302	22,102	14,388	22,864
	Total	$ 1,643,149	4,321,232	$ 114,323	208,165	$ 709,769	987,872

APPENDIX B

The Value and Weight of the Main Commodities Exported To, and Imported From, the Principal Countries in Florida's Foreign Trade, During 1950, 1949, and 1948.

TABLE 0

FLORIDA'S EXPORT TRADE, BY COUNTRY, BY COMMODITY, DURING 1950

Code No.	Commodity	Value - $ -	Weight (Lbs.)
	1. TOTAL		
111	Anthracite coal	$ 81,836	6,824,823
1482	Sulfur	129,582	3,327,324
0132, 207	Nuts & nut products	44,184	149,324
201	Fresh & frozen meat products	5,896,572	134,644,117
202	Dairy products	1,619,517	12,099,317
013, 203	Fruits (mostly fresh & frozen)	2,078,472	22,449,775
014, 203	Vegetables (mostly fresh & frozen)	1,149,500	27,472,624
2041	Flour	190,253	2,045,524
2042	Animal feeds & fodders	994,478	25,458,184
2081	Beverages, flavors & syrups	187,997	283,031
209	Eggs & egg products	726,472	3,161,227
21	Tobacco manufactures	817,075	715,132
22	Cotton textiles, semi-manufactured	1,031,116	8,740,434
23	Cotton textiles & apparel	1,528,456	1,976,583
22, 23	Synthetic textiles & apparel	461,459	331,918
22, 23	Woolen textiles & apparel	62,439	54,576
22, 23	Other textiles & apparel	394,019	790,144
242	Lumber products	3,150,197	134,261,006
243-9, 25	Wood manufactures	226,823	2,517,879
2611	Wood pulp	444,537	5,344,900
2612-99	Paper & paper products	4,721,260	25,783,668
266	Naval stores, gums & resins	267,258	4,236,081
281, 287	Phosphate fertilizers	449,521	55,682,765
281, 287	Nitrogenous fertilizers	677,896	27,435,550
281, 287	Other fertilizers	468,867	21,810,820
2081-4	Edible vegetable oils	948,826	5,669,206
2081-4	Inedible vegetable oils	1,881,581	11,920,014
2085-9	Animal oils & fats	14,743,045	117,514,260
251-9	Other chemicals & their products	1,472,695	18,460,095
2834	Pharmaceutical preparations	196,666	304,250
29	Petroleum products	361,412	15,176,954
30	Rubber manufactures	911,844	2,365,271
31	Leather & leather products	426,141	259,898
321-9	Glass & glass products	729,255	7,114,645
324	Cement	68,745	4,441,454
325-6	Clay products	900,521	17,725,583
331-2, 34, 25	Iron & steel products	4,672,311	37,756,577
34	Copper products	98,193	256,668
34	Brass & bronze products	111,468	134,752
34	Aluminum products	295,281	770,821
336, 34	Other non-ferrous metals & products	89,737	180,758

TABLE C—Continued

Code No.	Commodity	Value $	Weight (lbs.)
351	Engines & turbines	1,110,173	2,048,701
352	Agricultural machinery	4,703,777	16,971,297
353	Construction machinery	1,275,951	5,628,146
355	Mining & well machinery	806,252	1,796,397
358	Metalworking machinery	94,915	237,951
355-9	Other industrial machinery	2,944,831	6,118,580
361	Electrical machinery	8,280,441	18,508,415
371	Automobiles, trucks & buses	9,816,216	29,357,401
372-9	Other vehicles & aircraft	446,854	1,351,890
X	Other inedible animal products	2,204,731	26,371,862
	2. FINLAND		
2042	Animal feeds & fodders	4,850,276	50,198,146
	3. ITALY		
8[5]8, 287	Nuts & nut products	498,894	4,129,647
896	Naval stores, gums & resins	1,377,828	13,696,693
281, 287	Phosphate fertilizers	3,254,998	807,418,728
281, 287	Nitrogenous fertilizers	87,786	21,894,680
14, 324-9	Other non-metallic minerals & their products	194,629	1,893,290
	4. HAWAII		
017, 203	Fresh & frozen meat products	102,478	435,682
015, 203	Fruits (mostly fresh & frozen)	45,767	505,135
014, 203	Vegetables (mostly fresh & frozen)	81,889	781,188
2042	Animal feeds & fodders	577,841	10,609,190
2044	Rice	294,649	4,849,598
0127, 21	Tobacco & tobacco manufactures	103,981	173,154
22, 23	Cotton textiles & apparel	282,586	212,928
22, 23	Synthetic textiles & apparel	67,492	30,398
22, 23	Other textiles & apparel	44,374	125,151
242	Lumber	254,691	4,732,100
243, 25	Wood manufactures	196,872	1,192,897
2612-79	Paper & paper products	94,398	729,394
2834	Pharmaceutical preparations	48,919	87,770
285	Pigments, paints & varnishes	64,422	288,135
281, 287	Fertilizers, various	65,222	2,861,147
29	Petroleum products	146,462	4,554,911
30	Rubber manufactures	44,155	77,475
31	Leather & leather products	111,543	83,668
321-3	Glass & glass products	55,794	275,894
3251-3	Brick & tile	44,812	545,647
331-2, 34, 35	Iron & steel products	354,765	1,877,659
351	Engines & turbines	133,290	134,922

TABLE C--Continued

Code No.	Commodity	Value - $ -	Weight (lbs.)
352	Agricultural machinery.....	81,035	203,441
353	Construction & mining machinery..	186,715	574,039
354-6	Industrial machinery.....	248,587	519,245
361	Electrical machinery.....	206,108	354,985
371	Automobiles, trucks & buses.....	466,004	965,814
	5. CANADA		
203	Canned & preserved fruits.....	2,481,230	34,984,784
281, 287	Phosphate fertilizers.....	1,209,330	374,748,528
331-2, 34, 35	Iron & steel products.....	55,809	4,832,440
	6. UNITED KINGDOM		
206	Molasses.....	175,924	11,638,047
242	Lumber.....	45,178	1,191,209
2611	Wood pulp.....	974,228	12,391,160
2612-99	Paper & paper products.....	354,462	2,598,950
286	Naval stores, gums & resins.....	1,159,245	16,572,899
281, 287	Phosphate fertilizers.....	783,312	180,767,650
	7. NETHERLANDS		
203	Preserved fruits.....	43,321	582,857
242	Lumber.....	96,218	2,535,880
2611	Wood pulp & other paper base stocks	289,324	5,690,962
2612-99	Paper & paper products.....	81,000	561,564
286	Naval stores, gums & resins.....	1,109,478	16,768,137
281, 287	Phosphate fertilizers.....	1,287,585	332,819,847
	8. BELGIUM		
203	Canned & preserved fruits.....	190,017	1,665,949
242	Lumber products.....	189,821	4,839,641
2611	Wood pulp.....	78,853	918,880
286	Naval stores, gums & resins.....	699,182	10,053,910
281, 287	Phosphate fertilizers.....	427,374	137,152,736
	9. JAPAN		
281, 287	Phosphate fertilizers...	1,546,520	598,015,280
	10. NETHERLANDS ANTILLES		
203	Preserved fruits.....	48,690	550,547
21	Tobacco manufactures.....	1,204,501	1,892,773
242	Lumber products.....	129,640	4,447,960
	11. VENEZUELA		
013, 203	Meats, frozen, & preserved fruits.	182,297	2,048,891
209	Eggs & egg products.....	133,997	600,246
2612-99	Paper & paper products.....	64,525	1,030,438
281, 287	Fertilizers, various.....	95,170	3,424,212

TABLE C--Continued

Code No.	Commodity	Value - $ -	Weight (lbs.)
281-9	Other chemicals & their products..	179,989	1,021,765
331-2, 34, 35	Iron & steel products	62,653	156,915
351	Engines & turbines	121,600	188,240
352	Agricultural machinery	49,356	149,709
353	Construction machinery	143,006	782,505
359	Mining & well machinery	33,442	7,319
361	Electrical machinery	35,720	61,514
371	Automobiles, trucks & buses	41,745	45,134
372-9	Other vehicles & aircraft	107,456	71,298
x	Misc. inedible animal products	31,000	511,373

12. FRANCE

203	Canned & preserved fruits	27,476	411,954
2042	Animal feeds & fodders	195,000	5,509,475
242	Lumber	46,429	1,483,100
2611	Wood pulp	582,109	7,128,500
372-9	Other vehicles & aircraft	303,073	44,429

13. GERMANY

242	Lumber	113,705	3,233,298
2611	Wood pulp	142,446	1,796,180
286	Naval stores, gums & resins	342,930	5,360,986
281, 287	Phosphate fertilizers	512,883	161,281,417
3351, 54	Copper & copper products	116,924	748,505

14. NICARAGUA

2023	Condensed & evaporated milk	50,669	169,328
2041	Wheat flour	46,473	795,835
22, 23	Cotton textiles & apparel	113,585	116,037
281-9	Other chemicals & their products	166,972	907,211
30	Rubber manufactures	54,173	77,784
331-2, 34, 35	Iron & steel products	156,207	1,472,499
353	Construction machinery	35,951	50,695
359	Mining & well machinery	143,482	966,291
361	Electrical machinery	70,247	106,479
371	Automobiles, trucks & buses	54,870	75,007

15. COLOMBIA

2619-99	Paper & paper products	52,924	756,028
286	Naval stores, gums & resins	113,109	6,414,254
281, 287	Phosphate & other fertilizers	112,968	4,034,692
281-9	Other chemicals & their products	35,130	504,135
352	Agricultural machinery	59,724	81,184
354-6	Industrial machinery	45,906	122,960
371	Automobiles, trucks & buses	248,705	548,450

TABLE 6.--Continued

Code No.	Commodity	Value $	Weight (lbs.)
	16. PHILIPPINES		
21	Tobacco manufactures	58,454	11,267
2612-99	Paper & paper products	51,925	317,892
34, 35	Iron & steel advanced manufactures	724,412	5,086,186
	17. BRAZIL		
12	Bituminous coal & lignite	47,075	9,077,100
256	Naval stores, gums & resins	105,840	1,748,210
281, 287	Phosphate fertilizers	74,845	8,120,081
281-9 331-2,	Other chemicals & their products	127,938	1,173,610
34, 35	Iron & steel products	185,482	6,214,660
372-9	Other vehicles & aircraft	97,353	220,615
	18. HAITI		
22, 23	Cotton textiles & apparel	32,952	44,992
242	Lumber	173,437	5,201,701
249-9, 25 331-2,	Wood manufactures	57,183	239,540
34, 35	Iron & steel products	41,304	439,304
3352, 34	Aluminum & aluminum products	30,834	335,789
351-6	Industrial machinery	33,895	196,340
372	Automobiles, trucks & buses	109,391	283,607
	19. HONDURAS		
281, 287	Phosphate fertilizers	223,290	64,841,200
281, 287	Other fertilizers	278,018	8,000,409
	20. INDIA		
0121	Cotton, unmanufactured	480,409	1,073,001
	21. IRELAND		
281, 287	Phosphate fertilizers	455,935	22,394,200
	22. MEXICO		
2611	Wood pulp	281,823	2,857,200
281, 287	Phosphate fertilizers	53,548	19,938,500
351	Engines & turbines	25,906	19,186
372	Automobiles, trucks & buses	52,325	45,150
	23. JAMAICA		
22, 23	Cotton textiles & apparel	22,804	22,809
242	Lumber	100,429	1,885,537
X	Other inedible animal products	111,929	1,235,861
	24. INDONESIA		
256	Naval stores, gums & resins	352,540	5,540,315
	25. UNION OF SOUTH AFRICA		
242	Lumber	74,206	8,365,800
2612-99	Paper & paper products	215,844	3,996,695
256	Naval stores, gums & resins	53,614	725,927

TABLE D

FLORIDA'S IMPORT TRADE, BY COUNTRY, BY COMMODITY, DURING 1950

Code No.	Commodity	Value - $ -	Weight (Lbs.)
	1. CUBA		
0127	Tobacco, unmanufactured	$ 4,536,128	6,518,619
0139	Sisal, jute, henequen & hemp	304,578	2,946,279
0199	Seeds	62,927	410,824
2012, 34	Hides, skins & leather products	68,364	271,274
013, 203	Fresh & frozen fruits (including bananas)	2,556,819	80,635,844
014, 203	Fresh & frozen vegetables	935,060	25,582,278
206	Sugar	9,241,857	156,626,546
206	Molasses	598,459	206,603,457
2082-5	Alcoholic beverages	51,547	145,913
21	Tobacco manufactures	147,498	96,226
22, 23	Synthetic textiles & apparel	707,176	1,946,391
281, 287	Nitrogenous fertilizers	90,423	1,276,325
281-9	Other chemicals & their products	169,916	1,197,686
331-2, 34, 35	Iron & steel products	144,934	18,721,591
3351, 34	Copper & copper products	156,813	931,303
34	Brass & bronze products	70,926	383,444
358	Agricultural machinery	159,913	656,338
X	Misc. inedible animal products	736,217	85,834,110
5	Returned U.S. products	389,591	2,129,772
	2. BRAZIL		
0132	Coffee, raw	18,965,121	40,476,553
2012	Hides & skins	70,542	349,873
	3. COLOMBIA		
0131	Bananas	1,979,241	65,565,857
0132	Coffee, raw	11,464,802	23,103,998
	4. CANADA		
14	Clays & earths	34,044	68,044,000
1461	Gypsum rock	154,409	293,382,265
242	Lumber	869,364	28,698,784
2612	Newsprint paper	7,148,518	144,879,131
293	Preserved vegetables	1,345,489	70,720,497
325-6	Clay products	22,179	44,358,000
3351	Copper products	128,012	347,940
	5. UNITED KINGDOM		
2082-5	Alcoholic beverages	608,719	1,945,372
582	Coal-tar products	976,776	48,348,285
281, 287	Nitrogenous fertilizers	290,446	16,790,194
281-9	Other chemicals & their products	82,754	1,082,980

TABLE D--Continued

Code No.	Commodity	Value $	Weight (lbs.)
321-3	Glass & glass products	79,072	647,228
324	Cement	671,884	130,470,472
325-4	Clay products	59,755	800,719
14, 327-9	Other non-metallic minerals & products	125,198	8,312,197
331-2, 34, 25	Iron & steel products	241,091	3,147,298
371	Automobiles, trucks & busses	1,442,438	3,925,935

6. NETHERLANDS ANTILLES

281, 287	Phosphate fertilizers	189,160	30,534,000
2911	Residual fuel oil	3,944,679	777,301,341

7. BELGIUM

281, 287	Potassic & nitrogenous fertilizers	825,590	19,340,284
281-9	Other chemicals & their products	30,477	4,998,451
321-3	Glass & glass products	147,997	2,546,430
324	Cement	198,445	86,599,860
331-2, 34, 25	Iron & steel products	3,035,816	111,788,715

8. ARGENTINA

201	Meat products	2,819,665	12,773,154
2012	Hides & skins	54,834	382,063
2042	Animal feeds & fodders	455,451	25,596,297
2045	Farming materials	50,927	605,435
X	Misc. inedible animal products	76,856	4,031,859

9. CHILE

281, 287	Nitrogenous fertilizers	2,540,651	438,630,401
281, 287	Potassic fertilizers	711,308	32,517,766
281, 287	Other fertilizers	97,095	4,000,000

10. VENEZUELA

0132	Coffee, raw	2,900,714	5,658,343
2911	Residual fuel oil	383,348	91,236,997

11. GERMANY

2612-99	Paper & paper products	110,586	28,001,201
281, 287	Potassic fertilizers	1,169,128	79,027,241
281, 287	Other fertilizers	176,935	34,788,754
281-9	Other chemicals & their products	219,436	30,864,400
324	Cement	995,899	143,757,152
331-2, 34, 25	Iron & steel products	256,979	6,945,181

TABLE I--Continued

Code No.	Commodity	Value - $ -	Weight (lbs.)
	12. MEXICO		
0131	Bananas	454,772	32,673,492
203	Shellfish & shellfish products	89,177	725,261
242	Lumber	969,499	21,687,619
286	Naval stores, gums & resins	476,910	545,905
	13. HAITI		
0131	Bananas	872,550	25,124,203
0132	Coffee, raw	145,110	561,556
0199	Sisal, jute, henequen & hemp	583,201	6,543,609
2612	Animal feeds & fodders	74,133	3,561,649
22, 23	Textiles & apparel	91,468	134,587
31	Leather & leather products	142,543	139,007
2	Returned U.S. products	181,622	100,949
	14. NETHERLANDS		
2612	Animal feeds & fodders	75,378	4,377,510
2002-5	Alcoholic beverages	51,437	372,449
2612	Newsprint paper	46,438	1,031,546
282	Coal-tar products	32,462	1,111,267
281, 287	Various fertilizers	588,198	20,485,871
281-9	Other chemicals & their products	91,042	12,331,962
331-2,34,5	Iron & steel products	451,397	13,891,810
324	Cement	85,079	11,409,000
2	Misc. inedible animal products	59,731	8,434,024
	15. URUGUAY		
201	Meat products	1,052,812	4,710,337
2612	Hides & skins	13,576	81,827
	16. NICARAGUA		
0131	Bananas	628,453	24,788,809
241	Logs	307,622	20,039,197
242	Lumber	67,645	2,502,351
	17. BAHAMAS		
039	Sea shells	32,776	323,644
011, 209	Fresh & frozen vegetables	113,172	1,850,471
203	Shellfish & shellfish products	274,113	1,374,319
4	Returned U.S. products	293,848	968,662
	18. FINLAND		
2612	Newsprint paper	611,327	13,818,204
	19. GUATEMALA		
0131	Bananas	504,703	13,206,687
0132	Coffee, raw	282,850	542,442

TABLE D--Continued

Code No.	Commodity	Value c.i.f.	Weight (lbs.)
	20. FRANCE		
2042	Animal feeds & fodders	$ 42,718	2,857,179
2082-5	Alcoholic beverages	95,172	277,931
231-2			
34, 25	Iron & steel products	181,345	6,598,711
371	Automobiles, trucks & buses	196,999	325,377
	21. COSTA RICA		
0131	Bananas	589,500	17,396,398
	22. ECUADOR		
0131	Bananas	348,997	13,730,198
	23. TRINIDAD		
131	Petroleum, crude	161,900	37,278,988
3911	Residual fuel oil	154,645	35,860,873
	24. DOMINICAN REPUBLIC		
0131	Bananas	238,668	14,754,847
0150, 207	Nuts & nut products	18,748	845,128
	25. HONDURAS		
0131	Bananas	134,892	6,216,646
0132, 207	Nuts & nut products	107,385	4,930,778

APPENDIX C

The Value and Weight of the Main Commodities Exported and Imported by the Ports of Hawaii, During 1950, 1949, and 1948.

TABLE I

THE FOREIGN TRADE OF JACKSONVILLE, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	(Weights in thousands) 1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
				EXPORTS			
0127	Tobacco, unmanufactured.	$ 58,989	26	$ 27,184	20	$	.....
2041	Flour.	74,460	1,622	88,670	2,009	86,490	1,486
2042	Animal feeds & fodders	529,015	14,914	573,275	16,573	398,033	11,226
22, 23	Cotton textiles & apparel. . . .	218,736	202	257,485	268	611,347	534
22, 23	Other textiles & apparel	49,488	153	246,402	897	92,637	312
22, 23	Synthetic textiles & apparel . .	79,468	95	62,468	75	62,973	26
242	Lumber	1,439,581	52,021	1,567,038	56,387	1,099,231	46,272
243-9, 25	Wood manufactures.	94,496	212	124,504	296	102,385	835
2611	Wood pulp.	1,044,217	14,944	458,487	10,972	288,152	3,788
2612-99	Paper & paper products	552,374	9,194	459,475	9,728	758,110	10,850
286	Naval stores, gums & resins. . .	6,298,312	92,111	2,868,298	43,560	2,487,715	32,530
281, 287	Phosphate fertilizers.	81,269	4,516	36,374	4,161	107,850	8,822
281, 287	Other fertilizers.	669,084	22,546	716,308	40,255	118,174	5,362
281-9	Other chemicals & products . . .	240,572	1,901	226,444	1,182	135,878	715
31	Leather & leather products . . .	57,397	42	73,390	51	63,961	52
14, 324-9	Other non-metallic minerals & their products.	228,135	5,293	43,845	3,428	22,102	987
331-2	Iron & steel semi-manufactures .	422,574	18,038	6,918	185	18,479	346
34	Iron & steel manufactures. . . .	16,406	98	620,747	15,485	462,150	6,724
34	Iron & steel advanced manufactures.	55,290	365	58,771	166	128,356	420
3352	Copper	138,599	794	61,039	352	.....	.....
351	Engines & turbines	48,488	70	5,128	7	13,469	24
352	Agricultural machinery	159,840	411	87,385	225	145,747	482
353	Construction machinery	132,229	494	62,685	259	52,134	93
354-6	Industrial machinery	100,611	464	106,306	463	104,567	287
361	Electrical machinery	59,326	123	127,894	348	130,254	297
371	Automobiles, trucks & buses . .	606,380	1,193	84,161	171	111,378	313

TABLE 1—Continued.

Code No.	Commodity	Values in thousands					
		1941		1942		1943	
		Value	Quantity	Value	Quantity	Value	Quantity
		-	-	-	-	-	-
				IMPORTS			
0131	Bananas	$ 817.405	18.993	$ 795.433	28.523	$ 1.891.296	35.535
0132	Coffee, raw	33.652.614	69.894	23.126.118	64.659	22.157.698	86.906
0199	Sisal, jute, henequen & hemp	587.113	4.668	621.493	4.871	.....	.....
151	Petroleum, crude	161.980	37.279	.....	.....	.....	.....
1461	Gypsum rock	191.362	24.345	.....	.....	164.873	329.555
201	Meat products	3.464.589	15.898	2.114.662	9.898	3.293.288	14.791
2012	Hides & skins, raw	199.199	794	480	5	1.113	4
209	Canned & preserved vegetables	1.284.754	64.215	1.478.776	64.387	852.475	39.219
2042	Animal feeds & fodders	224.380	11.954	334.911	18.749	49.636	1.751
206	Sugar	868.542	15.572	545.296	9.989	282.000	4.418
206	Molasses	119.847	29.921	.....	.....	.....	.....
2083-5	Alcoholic beverages	643.582	2.279	345.422	1.362	55.321	256
22, 23	Textiles & apparel	108.848	301	115.785	348	67.521	208
242	Lumber	609.847	13.681	253.917	6.892	58.529	1.328
2612	Newsprint paper	1.751.836	40.920	2.829.466	43.118	1.346.198	29.890
262	Coal-tar products	826.398	41.786	477.259	20.481	647.546	32.270
2645	Tanning materials	58.927	687	.....	.....	.....	.....
281, 287	Nitrogenous fertilizers	859.155	52.190	288.295	52.340	864.135	49.660
281, 287	Phosphate fertilizers	189.160	38.936	213.287	38.105	55.350	9.296
281, 287	Potassic fertilizers	1.270.750	78.262	208.628	9.478	121.762	4.758
281, 287	Other fertilizers	177.670	14.393	22.270	3.109	5.318	1.215
284-9	Other chemicals & products	180.862	14.896	991	2	.....	.....
2511	Residual fuel oil	1.330.514	289.704	.....	.....	896.966	155.164
323-9	Glass & glass products	181.035	2.129	53.996	562	5.534	58
31	Leather & leather products	7.622	9	155.033	158	150.104	166
324	Cement	173.800	32.537	2.490	357	.....	...

TABLE 1--Continued

Code No.	Commodity	Year 1957		Year 1958		Year 1959	
		Value	Quantity (lbs.)	Value	Quantity (lbs.)	Value	Quantity (lbs.)
325-6	Clay products	$ 82,678	45,068	$ 1,882	2	$ 4,037	60
14, 327-9	Other non-metallic minerals & products	69,574	69,007	229,308	458,116	.....	.....
331-2	Iron & steel semi-manufactures	954,735	34,457	43,267	1,184	.....	.....
34	Iron & steel manufactures	694,[illegible]	18,589	189,535	3,727	17,361	293
352	Agricultural machinery	13,975	38	487,433	1,259	566,352	1,406
371	Automobiles, trucks & busses	1,358,692	3,735	109,011	197	586,310	670
4	Misc. inedible animal products	187,928	7,380	117,445	5,130	21,370	889
5	Returned U.S. products	44,969	389	5,399	10	54,128	1,255

TABLE V

THE FOREIGN TRADE OF PENSACOLA, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	(Values in Thousands) 1950 Value - $ -	1950 Volume (lbs.)	1949 Value - $ -	1949 Volume (lbs.)	1948 Value - $ -	1948 Volume (lbs.)
				EXPORTS			
0121	Cotton, raw.	$ 480,409	1,073	$	.....	$	.....
12	Bituminous coal & lignite. . . .	.....	.....	.....	.....	3,181,551	664,569
201	Preserved meat products. . . .	.....	.....	220,020	1,153	264,684	1,457
2043	Condensed & evaporated milk. . .	253,665	2,542	304,169	2,915	728,559	5,773
414, 203	Fresh & frozen vegetables. . . .	146,293	5,525	.....	.....	5,296	125
2041	Wheat flour.	99,809	2,562	669,121	11,777	1,641,698	28,488
2042	Animal feeds & fodders	939,590	24,464	543,581	11,949	140,547	3,459
2044	Rice	.....	.....	1,278,788	17,560	1,681,127	16,307
2058, 207	Nuts & nut products.	.....	.....	1,533,216	9,760	.....	.....
22	Cotton textiles, semi-manufactured	2,542	4,734	211,239	317	324,897	415
24, 29	Cotton textiles & apparel. . . .	60,225	53	872,898	1,028	1,417,317	1,436
28, 29	Synthetic textiles	28,877	38	183,542	193	304,182	321
32, 29	Other textiles	.....	.....	111,728	228	174,257	325
242	Lumber	508,540	24,758	1,118,191	46,433	969,251	19,271
2612-29	Paper & paper products	149,995	2,149	968,387	5,640	961,558	5,553
286	Naval stores, gums & resins. . .	102,581	1,673	183,599	2,998	111,259	1,579
281, 287	Nitrogenous fertilizers.	19,044	1,002	95,158	5,640	.....	.....
282, 287	Phosphate fertilizers.	64,244	12,569	85,290	8,098	87,109	11,088
283, 287	Other fertilizers.	54,397	5,749	383,704	34,047	.....	.....
2045-7	Animal oils & fats	.....	.....	301,766	1,098	1,574,785	4,469
281-7	Other chemicals & products . . .	36,538	195	178,552	658	598,603	3,048
321-3	Glass & glass products	18,813	334	58,987	841	49,121	946
34, 321-7	Other non-metallic minerals & products.	6,914	83	18,102	708	64,138	812
331-2	Iron & steel semi-manufactures .	11,149	281	176,175	2,968	1,606,455	22,044
34	Iron & steel manufactures. . . .	1,290	35	144,494	1,839	119,285	1,372
34	Iron & steel advanced manufactures	21,309	79	53,349	88	175,985	497

TABLE 7--Continued

Code No.	Commodity	1950		1949		1947	
		Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
351	Engines & turbines	$ 679	...	$ 24,813	49	$ 40,270	69
352	Agricultural machinery	3,046	9	21,235	55	79,153	351
353	Construction machinery	93,850	430	40,816	72	85,902	578
353	Mining & well machinery	12,822	27	89,739	174	130,380	303
354-6	Industrial machinery	26,856	48	45,718	68	188,760	397
361	Electrical machinery	7,756	27	65,126	116	194,965	444
371	Automobiles, trucks & buses	552,106	1,125	225,361	341	201,213	447
				IMPORTS			
203	Canned & preserved fruits	$ 6,405	74	$ 59,628	474	$ 231,062	1,609
241	Logs	351,989	23,793	483,687	21,713	1,213,644	78,792
242	Lumber	467,957	12,382	175,495	3,306	215,149	3,825
2612	Newsprint paper	178,235	3,694	52,731	1,088	.....	.....
282	Coal-tar products	180,900	7,713	124,843	6,536	215,149	10,685
281, 287	Nitrogenous fertilizers	392,990	21,846	1,238,693	66,831	1,194,439	77,281

TABLE 6

THE FOREIGN TRADE OF PANAMA CITY, BY COMMODITY, PERIOD 1938, 1949, AND 1950

Code No.	Commodity	1938		1949		1950	
		Value	Weight (Kgs.)	Value	Weight (Kgs.)	Value	Weight (Kgs.)
		- $ -		- $ -		- $ -	
	IMPORTS						
2012	Animal foods & fodders	$ 6,601,286	58,811	$ 1,976,908	38,310	$ 33,489	2,448
0158, 207	Nuts & nut products.	478,034	4,150	4,661,545	38,538	2,463,224	15,438
241	Lumber	33,348	987	34,831	797	.....	.....
2413-77	Sugar & sugar products	721,776	14,080	2,615,894	50,678	1,607,281	31,116
2801-1	Edible vegetable oils.	.....	.....	214,438	2,376	.....	.....
2801-4	Inedible vegetable oils.	866	3	214,766	1,787	.....	.....
286	Naval stores, gums & resins. . .	150,687	2,415	574,806	12,457	58,310	1,577
34	Iron & steel manufactures. . . .	.....	.....	156,611	3,573	.....	.....
	EXPORTS						
288, 287	Nitrogenous fertilizers.	$ 1,131,187	60,706	$ 2,035,710	145,453	$ 1,273,919	80,750
281-9	Other chemicals & products . . .	214,547	34,414	.....	.....	.....	.....

TABLE 5

THE FOREIGN TRADE OF PORT ST. JOE, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	Value in Thousands					
		1950		1949		1948	
		Value	Weight (Lbs.)	Value	Weight (Lbs.)	Value	Weight (Lbs.)
		$ -	-	$ -	-	$ -	-
	EXPORTS						
242	Lumber	$ 15,500	490	$ 74,262	3,157	$ 54,500	2,077
2611-77	Paper & paper products	240,064	4,866	114,773	2,925	745,742	23,219
	IMPORTS						
2911	Residual fuel oil.	$ 135,465	27,809	.....	.....	.....	.....

TABLE I

THE FOREIGN TRADE OF WEST PALM BEACH, BY COMMODITY, ENDING 1950, 1949, AND 1948

Code No.	Commodity	(Weights in Thousands) 1950 Value	1950 Weight (lbs.)	1949 Value	1949 Weight (lbs.)	1948 Value	1948 Weight (lbs.)
		$		$		$	
				EXPORTS			
011, 211	Fresh & frozen meat products	15,226	40	1,144	99	175,895	598
201	Canned meat products	466,114	892	268,572	443	100,410	150
201	Preserved meat products	4,553,872	14,349	2,545,569	9,033	2,172,469	6,589
2023	Condensed & evaporated milk	551,149	5,436	1,411,798	13,412	1,210,856	15,552
202	Other dairy products	444,405	1,446	297,270	709	151,284	451
012, 203	Fresh & frozen fruits	1,827,844	20,509	1,803,225	22,832	1,789,284	20,390
203	Canned & preserved fruits	156,644	984	125,647	740	143,924	825
014, 205	Fresh & frozen vegetables	452,847	9,752	1,049,377	27,047	1,010,745	25,079
205	Canned & preserved vegetables	53,223	318	39,842	225	151,851	1,893
2041	Flour	117,672	1,801	8,934	99	15,991	93
2042	Animal feeds & fodders	398,883	7,685	504,181	11,089	284,730	4,298
2081	Beverages, flavors & syrups	33,812	123	182,977	177	40,856	122
209	Eggs & egg products	277,346	1,175	174,262	653	305,766	3,224
21	Tobacco manufactures	827,877	803	835,934	1,302	731,982	814
22	Cotton textiles, semi-manufactured	1,824,185	2,724	855,776	1,434	1,459,947	2,341
22, 23	Cotton textiles & apparel	1,027,093	1,435	869,739	980	1,409,954	1,685
22, 25	Synthetic textiles & apparel	131,790	140	170,734	87	918,767	919
22, 23	Other textiles & apparel	77,405	91	120,830	47	256,561	139
242	Lumber	1,796,221	78,789	1,069,444	50,660	1,161,022	51,118
243-9, 25	Wood manufactures	181,990	1,145	543,640	10,406	451,868	8,355
2612-99	Paper & paper products	651,449	5,044	476,601	3,478	805,458	5,198
281, 287	Nitrogenous fertilizers	458,301	26,593	377,767	13,757	123,582	4,764
281, 287	Phosphate fertilizers	155,323	7,161	145,497	6,006	125,774	7,021
281, 287	Other fertilizers	78,534	3,429	52,604	2,908	20,107	1,118
2834	Pharmaceutical preparations	109,566	285	157,669	174	439,295	1,134

TABLE I.--Continued

Code No.	Commodity	(Weight in Thousands) 1950 Value	1950 Weight (lbs.)	1949 Value	1949 Weight (lbs.)	1948 Value	1948 Weight (lbs.)
		- $ -		- $ -		- $ -	
2801-4	Edible vegetable oils.	$ 339,896	5,631	$ 372,490	1,184	$ 372,209	549
2861-4	Inedible vegetable oils.	1,884,735	11,975	695,737	4,820	927,948	1,228
2805-9	Animal oils & fats	14,738,566	137,478	10,887,668	88,990	9,876,145	41,834
281-9	Other chemicals & products . . .	1,727,901	18,520	1,859,470	6,835	1,312,646	8,860
29	Petroleum products	104,482	4,396	75,408	1,350	107,396	2,819
301	Rubber tires & inner tubes . . .	477,728	1,284	612,765	1,888	528,086	1,284
302-9	Other rubber manufactures. . . .	193,145	574	449,819	635	525,499	1,350
31	Leather & leather products . . .	275,425	153	371,817	159	792,367	356
321-3	Glass & glass products	657,860	6,491	682,161	6,992	654,188	7,581
324	Cement	267	14	53,296	4,035	117,153	11,244
3251-3	Brick & tile	309,935	12,817	159,599	6,981	237,591	9,944
326	Other clay products.	531,390	3,080	514,445	2,997	514,411	2,469
331-2	Iron & steel semi-manufactures .	1,928,195	24,651	981,787	11,167	1,024,308	12,918
34	Iron & steel manufactures. . . .	299,045	1,656	482,580	3,666	462,506	4,531
34, 35	Iron & steel advanced manufactures.	1,481,434	7,873	4,404,872	4,870	1,188,637	3,860
34	Copper products.	84,054	309	74,327	287	113,360	275
34	Brass & bronze products.	81,172	186	17,975	68	28,022	119
34	Aluminum products.	221,476	699	125,270	528	106,469	406
34	Lead products.	24,080	44	28,456	150	24,555	155
351	Engines & turbines	960,427	1,754	647,265	1,700	1,090,202	3,112
352	Agricultural machinery	4,107,040	11,696	2,382,588	7,077	2,642,461	10,638
353	Construction machinery	883,772	2,156	574,975	1,558	273,363	722
353	Mining & well machinery.	666,297	1,496	288,525	587	288,670	698
354	Metalworking machinery	72,635	85	340,819	371	135,881	121
355	Textile, sewing & shoe machinery.	438,617	1,189	138,107	154	1,210,303	1,713
355-6	Other industrial machinery . . .	2,280,874	4,284	2,175,722	3,544	9,575,202	4,621
361	Electrical machinery	7,579,697	17,084	5,334,302	11,465	7,749,394	15,736

TABLE I--Continued

Code No.	Commodity	[illegible]		[illegible]		[illegible]	
		Value	Weight	Value	Weight	Value	Weight
		- $ -	(lbs.)	- $ -	(lbs.)	- $ -	(lbs.)
371	Automobiles, trucks & busses . .	$ 3,489,117	7,875	$ 4,350,820	13,289	$ 8,217,496	19,534
372-9	Other vehicles, aircraft & vessels	158,379	454	764,821	3,724	268,001	658
X	Misc. inedible animal products .	2,869,703	24,406	1,098,548	16,814	5,382	9
				Mexico			
0127	Tobacco, unmanufactured.	$ 4,704,584	4,783	$ 5,739,306	5,697	$ 4,257,692	4,981
0199	Sisal, jute, henequen & hemp . .	508,562	2,347	.....	.....	.....	.....
2012	Hides & skins, raw	50,388	375	66,748	449	2,321	17
203	Shellfish & shellfish products .	122,419	787	144,215	845	170,171	742
013, 205	Fresh & frozen fruits.	1,123,685	44,481	772,388	37,575	.....	.....
209	Canned & preserved fruits. . . .	576,469	7,138	1,123,536	12,384	2,280,424	58,711
014, 203	Fresh & frozen vegetables. . . .	838,794	23,832	1,414,789	29,417	1,610,877	32,794
206	Sugar.	5,804,471	30,337	4,744,432	21,894	4,395,081	23,110
21	Tobacco manufactures	139,872	29	139,794	30	161,220	35,406
22, 23	Synthetic textiles & apparel . .	797,176	1,966	21,611	114	69	.....
281, 287	Nitrogenous fertilizers.	90,423	3,276	86,797	2,420	44,230	1,866
324	Cement	206,492	21,716	.....	.....	.....	.....
14, 325-7	Other non-metallic minerals & products.	144,527	1,198	36,429	362	.....	.....
331-2	Iron, steel, tinplate & ferroalls	145,126	19,015	57,374	2,916	200,759	23,693
X	Misc. inedible animal products .	785,799	25,830	518,092	16,218	582,896	13,294
Z	Returned U.S. products	344,771	2,033	459,162	296	173,725	797

TABLE 7

THE FOREIGN TRADE OF FORT ENTERPRISE, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	V a l u e i n T h o u s a n d s.					
		1950			1949		
		Value	Weight (Tons)		Value	Weight (Tons)	
		$			$		
	EXPORTS						
611, 893	Fresh & frozen fruits	19,350	177	$	180,770	2,032	$ 186,706 2,644
206	Molasses, inedible.	175,924	11,650		.....	.....	....
289	Eggs & egg products	134,814	603		302,805	1,830	77,945 259
242	Lumber.	7,050	367		41,294	2,344	139,528 5,189
351-6	Industrial machinery.	31,349	120		23,955	116	71,434 317
37	All vehicles, aircraft & vessels.	68,802	279		428,770	510	118,856 198
	IMPORTS						
2812	Animal foods & fodders.	150,297	9,347	$	602,884	32,703	$ 57,829 2,131
206	Molasses	478,276	176,706		989,529	192,690	3,228,907 884,556
242	Lumber.	869,344	28,691		.....	.....	....
2911	Residual fuel oil	2,380,522	233,350		.....	.....	502,883 130,129
324	Cement.	263,018	44,256		.....	.....	....
331-2	Iron & steel semi-manufactures.	325,422	13,830		.....	.....	....
34	Iron & steel manufactures	71,945	1,681		.....	.....	....
352	Agricultural machinery.	159,923	656		104,518	397	53,910 569

TABLE X

THE FOREIGN TRADE OF CANADA, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	1950 Values	1950 Weights (Tons)	1949 Values	1949 Weights (Tons)	1948 Values	1948 Weights (Tons)
		Values in Thousands					
	EXPORTS						
217, 201	Fresh & frozen meat products	$ 97,606	151	$ 105,846	180	$ 73,207	100
201	Canned meat products	9,514	25	7,544	23	10,298	57
201	Preserved meat products	55,486	286	51,534	344	55,248	196
202	Dairy products	218,435	1,370	102,872	620	205,164	1,304
213, 203	Fresh & frozen fruits	225,677	2,424	217,729	2,265	219,646	2,861
203	Canned & preserved fruits	55,405	485	60,905	528	50,522	211
214, 203	Fresh & frozen vegetables	138,420	2,745	233,217	5,155	142,427	7,306
203	Canned & preserved vegetables	54,212	706	66,534	454	52,962	339
2041	Flour	70,832	1,451	57,519	1,214	230,139	2,498
2044	Rice	153,650	1,809	268,898	3,227	226,192	2,219
206	Molasses	17,755	86	195,291	250	21,313	78
2080-5	Alcoholic beverages	29,982	52	94,076	327	37,089	435
209	Eggs & egg products	145,989	43	2,377,718	7,921	869,169	2,709
21	Tobacco manufactures	1,312,731	1,214	849,256	765	115,731	144
22, 23	Cotton textiles & apparel	542,122	551	595,202	530	444,584	597
22, 23	Synthetic textiles & apparel	354,291	180	158,916	57	180,781	32
22, 23	Other textiles & apparel	161,159	1,042	272,212	548	596,768	1,189
242	Lumber	311,741	4,987	178,863	4,312	154,570	3,442
243-8, 25	Wood manufactures	285,681	1,322	340,780	1,439	400,432	2,191
2612-93	Paper & paper products	858,814	3,874	229,622	3,782	146,823	1,114
281, 287	Fertilizers, various	74,877	2,259	84,345	2,700	53,327	2,535
281-9	Other chemicals & products	216,516	1,280	211,312	1,720	185,780	2,083
29	Petroleum products	108,708	2,551	134,983	4,948	109,530	4,513
301	Rubber tires & inner tubes	64,356	163	35,685	117	18,311	85
302-9	Other rubber manufactures	70,952	119	18,033	59	19,818	33
31	Leather & leather products	135,619	149	208,585	111	252,211	125

TABLE 6--Continued

Code No.	Commodity	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)	Value - $ -	Weight (lbs.)
		Weight in Thousands					
		[illegible]		[illegible]			
321-3	Glass & glass products	99,762	753	81,840	1,263	90,414	567
324	Cement	43,036	3,611	125,319	11,488	134,139	12,366
325-6	Clay products	73,353	569	84,171	299	84,507	218
34, 327-9	Other non-metallic minerals & products	85,077	1,042	75,288	1,190	18,186	535
34	Iron & steel manufactures	157,740	1,038	187,827	1,435	142,984	1,070
34, 35	Iron & steel advanced manufactures	1,042,972	3,671	669,045	1,989	577,207	2,082
34	Aluminum & aluminum products	126,934	498	42,200	332	49,698	267
351	Engines & turbines	359,591	491	356,626	658	195,531	352
352	Agricultural machinery	580,439	1,565	412,942	1,547	556,049	1,727
353	Construction machinery	475,541	1,768	414,595	1,094	309,032	1,040
353	Mining & well machinery	145,674	399	114,263	262	58,609	130
354-6	Industrial machinery	445,165	943	331,902	626	328,041	795
361	Electrical machinery	831,021	1,596	723,376	1,155	895,961	1,331
371	Automobiles, trucks & buses	4,991,142	9,828	2,603,595	5,885	2,941,450	8,380
372-9	Other vehicles, aircraft & transp	553,654	1,305	894,453	1,222	741,101	2,759
		EXPORTS					
0127	Tobacco, unmanufactured	1,747,199	1,734	25,305	37	563	1
0131	Bananas	3,557,578	126,287	6,228,709	221,234	7,406,776	252,513
0132	Coffee, raw	101,511	225	71,140	325	.....	.....
203	Shellfish & shellfish products	227,931	801	313,252	991	164,547	675
013, 203	Fresh & frozen fruits	229,016	7,450	28,176	630	.....	.....
203	Canned & preserved fruits	86,812	1,089	210,753	2,057	925,345	9,627
014, 203	Fresh & frozen vegetables	257,698	3,934	38,105	553	92,362	1,210
203	Canned & preserved vegetables	81,654	4,747	69,906	3,059	18,166	280

TABLE V—Continued

Code No.	Commodity	1938		1940		1941	
		Values in Thousands					
		Value	Volume (Lbs.)	Value	Volume (Lbs.)	Value	Volume (Lbs.)
2042	Animal feeds & fodders	$ 174,343	8,621	$ 189,753	5,466	$	.....
206	Sugar	145,508	2,761	581,719	6,575	347,299	5,920
0132, 207	Nuts & nut products	17,660	644	33,253	1,391	147,738	2,089
2082-5	Alcoholic beverages	118,260	456	38,839	204	33,583	90
2612	Newsprint paper	4,262,809	84,746	4,385,594	85,345	2,778,722	55,872
2911	Residual fuel oil	1,194,450	266,115	.....	.....	.....	.....
31	Leather & leather products	143,460	136	157,295	140	32,845	28
321-9	Glass & glass products	55,129	1,411	1,188	2	165	.....
324	Cement	684,972	115,084	59,170	9,345	88,457	20,993
14, 325-9	Other non-metallic minerals & products	79,230	5,398	11,938	945	11,962	1,045
331-2	Iron & steel semi-manufactures	377,849	39,582	58,456	2,269	.....	.....
34	Iron & steel manufactures	299,261	7,234	5,518	207	544	20
371	Automobiles, trucks & busses	172,987	353	5,312	7	900	17
5	Returned U.S. products	423,581	1,040	317,701	502	321,138	1,020

TABLE I.

THE FOREIGN TRADE OF NEW YORK, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	Values in Thousands					
		Value	Weight (lbs.)	Value	Weight (lbs.)	Value	Weight (lbs.)
		$		$		$	
				EXPORTS			
361	Electrical machinery	50,425	.....	100	.....	.....	.....
372	Automobiles, trucks & buses	248,859	478	122,998	581	150	3
				IMPORTS			
205	Shellfish & shellfish products	23,281	549	28,932	512	29,010	460
331	Gas oil & distillate fuel oil	.....	....	132,993	30,153	126,377	25,751

TABLE X

THE FOREIGN TRADE OF TAMPA, BY COMMODITY, DURING 1950, 1949, AND 1948

Code No.	Commodity	Value in 1950 - $ -	Weight in 1950 (lbs.)	Value in 1949 - $ -	Weight in 1949 (lbs.)	Value in 1948 - $ -	Weight in 1948 (lbs.)
				EXPORTS			
202	Dairy products	$ 205,798	1,411	$ 67,499	498	$ 51,604	357
813, 289	Fresh & frozen fruits	26,479	286,220	247,223	5,686	91,428	1,789
293	Canned & preserved fruits	2,814,733	39,298	946,627	14,307	28,565	283
814, 289	Fresh & frozen vegetables	195,188	6,171	112,026	2,759	73,212	1,447
293	Canned & preserved vegetables	178,595	3,354	19,878	108	12,985	80
2041	Wheat flour	45,197	877	156,564	2,649	96,217	1,498
2042	Animal feeds & fodders	61,117	1,774	13,978	358	8,213	163
2081	Beverages, flavors & syrups	8,382	155	5,340	96	234,445	5,306
289	Eggs & egg products	285,485	989	540	1	.....	.....
22, 29	Cotton textiles & apparel	188,924	171	174,197	182	144,723	113
21, 29	Other textiles & apparel	310,861	1,256	61,559	238	151,526	641
242	Lumber	732,718	25,543	1,033,457	35,471	1,014,452	34,541
263-7, 25	Wood manufactures	91,501	1,515	88,120	1,469	98,668	499
281, 287	Nitrogenous fertilizers	89,826	22,330	.....	.....	683,472	28,305
281, 287	Phosphate fertilizers	9,810,216	2,624,677	4,450,380	1,265,189	2,830,887	796,874
281, 287	Other fertilizers	135,781	5,006	181,873	9,351	110,278	5,482
281-9	Other chemicals & products	545,935	3,087	856,897	4,323	667,640	3,685
30	Rubber manufactures	60,856	202	82,801	208	65,521	172
14, 32a-9	Other non-metallic minerals & products	35,186	314	97,781	16,420	23,811	562
331-2	Iron & steel semi-manufactures	75,609	1,182	13,355	204	25,883	357
34	Iron & steel manufactures	35,237	296	154,660	1,647	334,642	6,977
34	Iron & steel advanced manufactures	899,662	6,491	195,988	337	138,547	753
351	Engines & turbines	144,357	182	189,454	139	246,435	298
352	Agricultural machinery	59,970	204	68,119	162	118,931	247

TABLE X--Continued

Code No.	Commodity	(Values in Thousands) 1950 Value - $ -	1950 Weight (lbs.)	1949 Value - $ -	1949 Weight (lbs.)	1948 Value - $ -	1948 Weight (lbs.)
353	Construction machinery. . . .	$ 72,777	236	$ 125,435	408	$ 204,891	719
359	Mining & well machinery . . .	158,044	396	226,777	492	181,251	532
354-6	Industrial machinery.	333,088	811	142,459	246	205,843	552
361	Electrical machinery.	167,812	263	312,254	522	144,966	267
371	Automobiles, trucks & buses.	177,703	391	819,246	529	.....	...
X	Misc. inedible animal products.	344,709	1,772	13,475	661	198	1
				IMPORTS			
0127	Tobacco, unmanufactured . . .	$ 4,345	2	$ 225,288	1,121	$ 3,012,597	1,870
0131	Beverages	2,977,615	87,798	2,893,570	103,345	3,377,984	107,728
0199	Seeds	49,110	224	74,245	414	42,029	247
201	Meat products	387,888	1,647	19,223	185	.....	.....
013, 205	Fresh & frozen fruits	81,018	2,119	66,393	2,918	.....	.....
205	Canned & preserved fruits . .	135,189	1,518	190,119	1,716	869,861	9,378
2012	Animal feeds & fodders. . . .	357,618	20,818	421,755	23,648	.....	.....
206	Sugar	2,322,516	37,356	1,576,899	27,340	2,182,319	37,249
0138, 207	Nuts & nut products	113,090	4,165	145,594	5,270	218,832	6,733
242	Lumber.	31,455	1,444	61,964	2,259	272,176	8,349
2612	Newsprint paper	1,428,914	30,719	1,819,968	39,178	1,525,578	25,056
2612-99	Paper & paper products. . . .	112,882	19,857	.....	.....	.....	.....
216	Naval stores, gums & resins .	147,918	516	.....	.....	124,788	121
281, 287	Nitrogenous fertilizers . . .	806,872	45,185	651,245	35,785	351,679	22,332
281, 287	Phosphate fertilizers	.....	.....	135,721	6,000	.....	.....
281, 287	Potassic fertilizers.	916,845	59,514	.....	.....	.....	.....
281, 287	Other fertilizers	186,514	21,291	6,000	1,500	27,451	6,857
2711	Residual fuel oil	212,854	50,123	.....	.....	.....	.....
2751	Petroleum asphalt	143,263	25,458	.....	.....	.....	.....

TABLE M.--Continued

Code No.	Commodity	(Weight in Thousands) 1950 Value	1950 Weight (lbs.)	1949 Value	1949 Weight (lbs.)	1948 Value	1948 Weight (lbs.)
		- $ -		- $ -		- $ -	
321	Cement.	$ 631,112	99,614	$	.....	$	.....
331-2	Iron & steel semi-manufactures	378,479	14,611	100,990	2,772	65,539	1,315
34	Iron & steel manufactures . .	290,971	7,289	80,248	2,543	.....	.....
36	Copper products	128,012	348	.....	.....	.....	.....
358	Agricultural machinery. . . .	.....	.....	159,202	411	.....	.....
371	Automobiles, trucks & buses.	69,990	183	.....	.....	77,914	178
X	Misc. inedible animal products	70,731	3,489	6,276	92	9,127	211
R	Returned U.S. products. . . .	25,180	500	385,581	2,580	27,268	216

APPENDIX D

The Value and Weight of the Main Commodities which Each Port Exports to, and Imports from, the Principal Countries with Which it Trades.

TABLE 5

THE EXPORT TRADE OF JACKSONVILLE, BY AREA AND COUNTRY, BY COMMODITY GROUPS DURING 1950

Area and Country of Destination	Schedule No.	Commodity	Value in $	Weight (lbs.)
BAHAMAS	017, 201	Fresh & frozen meat products	33,624	34,153
	2041	Flour	74,352	1,421,985
	2042	Animal feeds & fodders	369,349	10,413,820
	22, 23	Cotton textiles & apparel	146,112	112,413
	22, 23	Synthetic textiles & apparel	27,705	13,300
	242	Lumber	54,611	1,273,774
	243-9	Wood manufactures	28,527	180,545
	2612-99	Paper & paper products	24,567	217,872
	51	Leather & leather products	57,397	42,526
	331-2, 34, 35	Iron & steel products	49,677	398,800
	352	Agricultural machinery	23,241	79,985
	354-6	Industrial machinery	26,165	53,047
	361	Electrical machinery	54,454	119,408
ARGENTINA				
Cuba	22, 23	Cotton textiles & apparel	42,846	47,569
	242	Lumber	786,354	32,825,148
	2612-99	Paper & paper products	249,914	5,533,789
	266	Naval stores, gums & resins	152,543	2,419,504
Haiti	22, 23	Cotton textiles & apparel	29,514	39,968
	242	Lumber	172,335	5,196,881
	354-6	Industrial machinery	21,158	224,300
MEXICO	2611	Wood pulp	201,889	2,057,800
	351	Engines & turbines	25,906	19,186
	372	Automobiles, trucks & buses	52,326	45,150
CENTRAL AMERICA				
Canal Zone	2612-99	Paper & paper products	11,985	119,250
	266	Naval stores, gums & resins	119,731	1,691,180

TABLE X--Continued

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
SOUTH AMERICA				
Colombia	2612-99	Paper & paper products, n	52,515	752,528
	266	Naval stores, gums & resins	113,189	6,614,256
Brazil	2611	Wood pulp	19,212	34,690
	266	Naval stores, gums & resins	125,868	1,781,110
	281, 287	Phosphate fertilizers	54,766	3,615,081
	281-9	Other chemicals & products	127,958	1,173,610
	331-2	Iron, steel, tinplate & terneplate scrap & waste	185,482	6,214,868
	359	Construction machinery	24,149	39,528
	372-9	Other vehicles, aircraft & vessels	59,000	42,016
Venezuela	2612-99	Paper & paper products	61,950	911,526
	266	Naval stores, gums & resins	11,312	147,975
	352	Agricultural machinery	14,009	89,309
	359	Construction machinery	72,009	242,307
	371	Automobiles, trucks & buses	19,719	98,290
Chile	22, 29	Synthetic textiles & apparel	21,900	34,898
	266	Naval stores, gums & resins	179,191	2,159,540
EUROPE				
United Kingdom	242	Lumber	15,178	1,191,909
	2611	Wood pulp	458,958	7,004,500
	2612-99	Paper & paper products	27,180	332,610
	266	Naval stores, gums & resins	1,899,986	15,684,313
Italy	266	Naval stores, gums & resins	1,567,092	19,479,970
	281-9	Non-metallic minerals & products	194,649	1,893,290

TABLE 4--Continued

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
Netherlands	22	Other textiles.....	29,375	164,251
	242	Lumber.....	21,719	306,524
	2611	Wood pulp.....	190,218	2,368,390
	2611	Other paper base stocks	99,186	1,322,572
	2612-99	Paper & paper products.	81,000	561,564
Belgium	242	Lumber.....	53,212	1,619,181
	2611	Wood pulp.....	51,548	785,530
	286	Naval stores & products	625,217	9,990,892
Germany	242	Lumber.....	80,455	2,169,448
	2611	Wood pulp.....	142,466	1,796,180
	286	Naval stores, gums & resins.....	268,298	4,974,616
	3351	Copper.....	116,984	740,585
France	373-9	Other vehicles, aircraft & vessels (other).....	299,662	44,174
Yugoslavia	286	Naval stores, gums & resins.....	189,751	1,945,893
	331-2	Iron & steel manufactures.....	113,890	4,685,080
Norway	2042	Animal feeds & fodders.	159,446	4,500,857
ASIA				
Indonesia	286	Naval stores, gums & resins.....	358,560	5,540,535
Formosa	281, 287	Fertilizers (other)....	270,018	8,000,403
AFRICA				
Liberia	331-2	Iron & steel manufactures.....	289,252	12,974,455

TABLE 0

THE EXPORT TRADE OF PENSACOLA, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
AMERICAS				
Cuba	014, 203	Fresh & frozen vegetables.....	$ 116,293	3,584,606
	202	Condensed & evaporated milk.....	263,665	2,546,211
	2042	Animal feeds & fodders.	598,542	15,862,658
	209	Eggs & egg products....	94,255	401,850
	22, 23	Cotton textiles & apparel.....	64,767	39,745
	22, 23	Synthetic textiles & apparel.....	20,477	34,799
	242	Lumber.....	443,084	21,453,816
	2612-99	Paper & paper products.	149,255	2,449,111
	286	Naval stores, gums & resins.....	100,810	1,617,167
	281, 287	Phosphate fertilizers..	64,244	12,569,340
	281, 287	Other various fertilizers.....	75,149	6,745,600
	281-9	Other chemicals & products.....	96,535	195,441
	331-2, 34, 25	Iron & steel products..	54,604	323,891
	353	Mining & well machinery	41,350	77,639
	354-6	Industrial machinery...	22,991	94,125
	371	Automobiles, trucks & buses.....	551,166	1,114,813
SOUTH AMERICA				
Venezuela	353	Construction machinery.	52,500	352,098
Brazil	12	Bituminous coal & lignite.....	47,675	9,977,180
EUROPE				
Norway	2042	Animal feeds & fodders.	341,048	8,602,902
Greece	2041	Wheat flour.....	89,172	2,481,950
	242	Lumber.....	27,756	2,118,250
Italy	2049	Dried milk & solids....	78,214	2,217,149
	242	Lumber.....	11,700	905,882

TABLE C--Continued

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
ASIA				
India	6121	Cotton, raw.....	$ 180,489	1,873,901
AFRICA				
Union of South Africa	242	Lumber.....	6,000	200,800

TABLE 7

THE IMPORT TRADE OF PANAMA CITY, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
AMERICAS				
Cuba	2612-99	Paper & paper products.	$ 485,224	9,406,652
EUROPE				
Norway	2042	Animal feeds & fodders.	6,329,562	45,094,987
Italy	8150,207	Nuts & nut products....	498,834	6,129,647
France	2042	Animal feeds & fodders.	195,000	5,509,675
United Kingdom	2612-99	Paper & paper products.	52,814	1,035,255
	286	Naval stores, gums & resins.....	32,558	508,034
Germany	286	Naval stores, gums & resins.....	74,632	1,206,370
Denmark	2042	Animal feeds & fodders.	76,664	2,206,880
Netherlands	286	Naval stores, gums & resins.....	30,547	455,569
Belgium	242	Lumber.....	4,406	83,180
	286	Naval stores, gums & resins.....	3,965	63,018
AFRICA				
Union of South Africa	2612-99	Paper & paper products.	184,538	3,578,318
Mozambique	242	Lumber.....	14,009	285,200

TABLE B

THE EXPORT TRADE OF NEW ENGLAND, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Destination	Code No.	Commodity	Value - $ c.	Weight (lbs.)
ANTILLES				
Cuba	354-6	Industrial machinery...	$ 20,000	120,000
French West Indies	54, 25	Iron & steel advanced manufactures.....	3,139	1,820
CENTRAL AMERICA				
British Honduras	21	Tobacco manufactures...	29,450	25,550
SOUTH AMERICA				
Venezuela	017, 201	Fresh & frozen meat products.....	19,155	37,974
	013, 203	Fresh & frozen fruits..	18,297	168,154
	209	Eggs & egg products....	133,537	600,246
Brazil	372-9	Other vehicles, aircraft & vessels...	58,353	177,999
EUROPE				
United Kingdom	206	Molasses.....	175,924	11,490,067

TABLE 5

THE EXPORT TRADE OF KENYA, BY AREA AND COUNTRY, BY COMMODITY, DURING 1956

Area and Country of Destination	Code No.	Commodity	Value - £ -	Weight (Lbs.)
BAHAMAS	0127	Tobacco, unmanufactured	26,096	86,224
	013, 203	Fresh & frozen fruits..	30,552	439,944
	014, 205	Fresh & frozen vegetables.....	27,770	471,898
	017, 201	Fresh & frozen nuts...	96,150	127,918
	201	Other preserved meat products.....	50,881	249,293
	2041	Flour.....	66,082	1,401,569
	2044	Rice.....	153,850	1,809,000
	21	Tobacco manufactures...	76,405	84,732
	22, 23	Cotton textiles & apparel.....	156,204	99,515
	22, 23	Synthetic textiles & apparel.....	39,787	17,038
	22, 23	Other textiles & apparel.....	78,070	139,288
	242	Lumber.....	202,082	3,458,326
	243-9, 25	Wood manufactures.....	176,245	1,000,242
	2612-99	Paper & paper products.	71,455	583,474
	281, 287	Fertilizers, various...	55,196	2,372,089
	281-9	Other chemicals & products.....	76,494	477,666
	2894	Pharmaceutical preparations.....	45,604	59,611
	3911	Gas oil & distillate fuel oil.....	57,555	3,858,644
	3911	Motor fuel & gasoline..	30,960	1,649,382
	393-9	Other petroleum products	62,784	1,786,594
	30	Rubber manufactures....	40,672	45,901
	31	Leather & leather products.....	50,862	99,283
	321-9	Glass & glass products.	26,615	185,149
	325-6	Clay products.....	42,543	481,522
	331-2	Iron & steel semi-manufactures.....	23,280	293,338
	34	Iron & steel manufactures.....	47,347	314,979
	34, 35	Iron & steel advanced manufactures.....	235,457	928,977
	351	Engines & turbines.....	124,938	134,171
	352	Agricultural machinery.	57,772	132,456
	353	Construction machinery.	149,879	448,299

TABLE 2--Continued

Area and Country of Destination	Code No.	Commodity	Value $	Weight (lbs.)
	359	Mining & mill machinery	34,181	89,676
	354-6	Industrial machinery	229,216	478,744
	361	Electrical machinery	149,254	235,157
	371	Automobiles, trucks & buses	412,945	878,207
	372-9	Other vehicles, aircraft & vessels	65,728	206,699
	373	Vessels, non-military	28,800	40,755
AMERICAS				
Cuba	013, 203	Fresh & frozen fruits	101,253	964,480
	011, 201	Fresh & frozen vegetables	100,994	2,126,180
	2023	Condensed & evaporated milk	186,771	1,843,078
	205	Canned & preserved vegetables	70,201	550,640
	209	Eggs & egg products	140,254	625,963
	22, 23	Cotton textiles & apparel	399,570	437,588
	22, 23	Synthetic textiles & apparel	309,957	159,822
	22, 23	Other textiles & apparel	378,619	893,984
	242	Lumber	35,145	584,442
	249-9,25	Wood manufactures	64,498	250,247
	2612-29	Paper & paper products	152,666	2,944,714
	261-9	Other chemicals & products	67,771	335,974
	2834	Pharmaceutical preparations	27,000	21,198
	301	Rubber tires & inner tubes	76,196	189,660
	302-9	Other rubber manufactures	123,798	206,714
	31	Leather & leather products	141,799	98,482
	321-3	Glass & glass products	52,582	349,277
	324	Cement	40,835	3,500,600
	325-6	Clay products	44,514	189,456
	14, 327-9	Other non-metallic minerals & products	57,155	319,599
	3352	Aluminum products	70,773	138,260

TABLE 5--Continued

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
	54	Iron & steel manufactures	181,698	665,147
	54, 55	Iron & steel advanced manufactures	750,092	2,518,174
	54	Brass & trucks manufactures	21,859	21,731
	551	Engines & turbines	145,118	285,587
	552	Agricultural machinery.	241,831	1,248,321
	553	Construction machinery.	316,911	1,249,430
	555	Mining & well machinery	119,730	255,350
	554-6	Industrial machinery...	131,988	391,979
	561	Electrical machinery...	697,382	1,190,658
	571	Automobiles, trucks & buses	4,576,844	8,579,809
	572-9	Other vehicles, aircraft & vessels...	205,695	804,646
	573	Vessels, non-military..	24,785	8,579
Netherlands Antilles	21	Tobacco manufactures...	1,204,501	1,091,773
Haiti	243-9,45 551-2,	Wood manufactures.....	54,497	60,450
	54, 55	Iron & steel products..	34,446	216,133
	5268, 54	Aluminum & aluminum products.....	30,834	335,709
	552	Agricultural machinery.	20,791	57,206
	571	Automobiles, trucks & buses.....	108,591	179,407
Dominican Republic	552	Engines & turbines....	52,879	56,933
	553	Construction machinery.	23,120	45,777
	561	Electrical machinery...	52,344	142,644
	571	Automobiles, trucks & buses.....	53,845	78,226
Jamaica	242	Lumber.....	74,237	921,451
SOUTH AMERICA				
Venezuela	013, 203	Meats & frozen fruits..	87,634	243,267
	57	Vehicles, aircraft & vessels.....	111,818	83,350
Colombia	552	Agricultural machinery.	29,813	57,304
	571	Automobiles, trucks & buses.....	23,934	48,993

TABLE 7

THE EXPORT TRADE OF TAMPA, BY AREA AND COUNTRY, BY COMMODITY,
DURING 1950

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (Lbs.)
CANADA	203	Canned & preserved fruits.....	$2,472,710	34,856,994
	281, 287	Phosphate fertilizers..	1,084,446	282,195,430
	331-2	Iron, steel, tinplate, & terneplate scrap & waste.....	55,809	6,832,440
ANTILLES				
Cuba	011, 203	Fresh & frozen vegetables.....	172,029	5,612,825
	2023	Condensed & evaporated milk.....	149,819	1,184,400
	203	Canned & preserved vegetables.....	170,931	3,393,240
	2042	Animal feeds & fodders.	57,752	1,900,805
	089	Eggs & egg products....	205,485	920,470
	242	Lumber.....	51,903	1,810,800
	243-7,25	Wood manufactures.....	56,810	676,554
	281, 287	Phosphate fertilizers..	207,954	35,650,220
	281-9	Other chemicals & products.....	137,216	642,497
	30	Rubber manufactures....	31,707	134,249
	331-2, 34, 35	Iron & steel products..	34,677	182,898
	354-6	Industrial machinery...	35,348	75,296
	361	Electrical machinery...	33,925	44,850
	371	Automobiles, trucks & buses.....	118,255	232,429
Jamaica	22, 23	Cotton textiles & apparel.....	22,881	22,809
	242	Lumber.....	23,846	845,886
	X	Misc. inedible animal products.....	111,929	1,833,881
Leeward & Windward Islands	242	Lumber.....	168,015	6,445,493
Netherlands Antilles	203	Preserved vegetables...	48,300	557,576
	242	Lumber.....	94,541	3,650,640
CENTRAL AMERICA				
Nicaragua	013, 203	Fresh & frozen fruits..	20,098	207,850

TABLE 7--Continued

Area and Country of Destination	Code No.	Commodity	Value $	Weight (lbs.)
	202	Dairy products.....	30,643	163,308
	2041	Flour.....	46,473	795,835
	2082-5	Alcoholic beverages....	20,897	199,433
	22, 23	Cotton textiles & apparel.....	113,727	117,237
	2685-9	Animal oils & fats.....	23,917	156,935
	30	Rubber manufactures....	27,014	66,327
	331-2	Iron & steel semi-manufactures.....	65,280	1,018,018
	34	Iron & steel manufactures.....	21,036	139,697
	34, 35	Iron & steel advanced manufactures.....	49,169	312,689
	353	Construction machinery.	85,351	50,695
	359	Mining & well machinery	113,422	966,291
	361	Electrical machinery...	70,247	184,479
	372	Automobiles, trucks & buses.....	38,463	69,710
	381-9	Other chemicals & products.....	167,172	993,495
Costa Rica	281, 287	Phosphate fertilizers..	127,999	5,288,640
	281, 287	Other fertilizers.....	29,032	996,125
British Honduras	014, 203	Fresh & frozen vegetables.....	16,431	418,273
	354-6	Industrial machinery	84,069	127,448
SOUTH AMERICA				
Venezuela	203	Canned & preserved fruits.....	72,163	894,833
	281, 287	Fertilizers (other)....	84,900	3,025,000
	281-9	Other chemicals & products.....	377,483	1,014,453
	34, 35	Iron & steel advanced manufactures.....	49,226	114,752
	351	Engines & turbines.....	120,000	126,640
	352	Agricultural machinery.	33,347	119,980
	353	Construction machinery.	18,497	88,100
	359	Mining & well machinery	33,442	7,319
	361	Electrical machinery...	29,095	34,434
	X	Misc. inedible animal products.....	34,000	514,575

TABLE T--Continued

Area and Country of Destination	Code No.	Commodity	Value - $ -	Weight (lbs.)
EUROPE				
Italy	281, 287	Miscellaneous fertilizers	$ 87,786	21,049,600
	281, 287	Phosphate fertilizers..	3,254,038	807,410,720
Netherlands	238	Preserved fruits.....	37,321	599,037
	242	Lumber.....	71,124	2,156,356
	281, 287	Phosphate fertilizers..	1,204,211	319,655,279
	2801-4	Inedible vegetable oils	23,032	63,410
Belgium	243	Canned & preserved fruits.....	129,066	1,454,849
	22	Other textiles.....	64,808	348,156
	242	Lumber.....	152,209	5,137,410
	281, 287	Phosphate fertilizers..	901,159	124,208,734
	3313	Ferro-alloys.....	25,390	3,345,480
Germany	242	Lumber.....	29,092	949,000
	281, 287	Phosphate fertilizers..	401,293	154,477,568
United Kingdom	281, 287	Phosphate fertilizers..	346,926	93,501,900
Sweden	281, 287	Phosphate fertilizers..	235,329	83,204,200
France	22	Other textiles.....	158,377	674,050
	242	Lumber.....	33,129	1,143,100
ASIA				
Japan	281, 287	Phosphate fertilizers..	1,546,320	598,015,280
Philippines	34, 35	Iron & steel advanced manufactures.....	724,612	5,008,186
Korea	281, 287	Phosphate fertilizers..	435,935	22,394,280
Formosa	281, 287	Phosphate fertilizers..	283,290	66,241,200

TABLE V

THE IMPORT TRADE OF JACKSONVILLE, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Origin	Code No.	Commodity	Value $	Weight (lbs.)
CANADA	145	Clays & earths.....	34,964	68,864,000
	1461	Gypsum & plaster rock.	131,362	265,648,505
	203	Canned & preserved vegetables.....	1,245,858	63,759,773
	2612	Newsprint paper.....	841,355	17,232,544
	345-6	Clay products.....	22,179	44,358,000
ANTILLES				
Cuba	0131	Bananas.....	166,532	6,672,971
	996	Sugar.....	868,540	15,372,391
	286	Molasses.....	119,734	87,894,435
Netherlands Antilles	281, 287	Phosphate fertilizers.	189,160	30,936,000
	3911	Residual fuel oil.....	912,891	192,451,149
Haiti	0132	Coffee.....	44,310	198,398
	0199	Sisal, jute, henequen & hemp.....	582,833	6,554,570
	2042	Animal feeds & fodders	22,938	1,307,495
	22, 23	Textiles & apparel (other).....	57,470	282,692
Trinidad	3911	Residual fuel oil.....	156,045	35,860,073
	331	Crude petroleum.....	161,980	37,278,968
MEXICO	242	Lumber.....	591,331	12,807,881
CENTRAL AMERICA				
Guatemala	0131	Bananas.....	166,947	7,702,668
	206	Coffee.....	282,858	542,442
SOUTH AMERICA				
Brazil	0132	Coffee.....	18,359,938	48,450,869
	2612	Hides & skins, raw....	78,542	569,273
	281, 287	Nitrogenous fertilizers	23,880	599,227
Colombia	0131	Bananas.....	54,594	2,803,844
	0132	Coffee.....	11,441,882	23,185,998
Venezuela	0132	Coffee.....	2,900,714	5,458,515
	3911	Residual fuel oil	261,578	61,193,244

TABLE V.--Continued

Area and Country of Origin	Sch. No.	Commodity	Value - $ -	Weight (lbs.)
Argentina	145	Wool.....	21,845	49,344
	201	Meat products.....	2,454,299	11,205,994
	2012	Hides & skins.....	54,834	382,643
	2402	Animal feeds & fodders	94,984	5,277,554
	2545	Tanning materials.....	54,927	685,435
	X	Misc. inedible animal products.....	54,073	2,118,903
Uruguay	201	Meat products.....	1,016,852	4,645,267
Chile	281, 287	Nitrogenous fertilizers	393,497	22,125,300
	281, 287	Potassic fertilizers..	240,897	11,423,000
	281, 287	Other fertilizers.....	97,935	4,000,200
EUROPE				
United Kingdom	2002-5	Alcoholic beverages....	571,734	1,008,422
	22, 23	Synthetic textiles & apparel.....	22,307	35,672
	281, 287	Nitrogenous fertilizers	208,200	15,650,994
	281-9	Other chemicals & products.....	82,754	1,242,980
	302	Coal-tar products.....	808,358	41,744,444
	321-3	Glass & glass products	75,815	821,218
	324	Cement.....	47,142	8,626,666
	345-6	Clay products.....	53,696	688,501
	34	Iron & steel manufactures.....	234,124	3,827,036
	354-6	Industrial machinery..	22,200	127,212
	372	Automobiles, trucks & buses.....	1,260,220	3,595,185
Belgium	2297	Burlap & jute bagging.	26,740	102,316
	281, 287	Potassic fertilizers..	134,306	7,848,917
	321-3	Glass & glass products	92,518	1,079,308
	331-2	Iron & steel semi-manufactures.....	641,225	23,765,588
	34	Iron & steel manufactures.....	347,955	11,491,976
Germany	203	Canned & preserved vegetables.....	30,205	469,184
	281, 287	Potassic fertilizers..	884,819	51,409,283
	281, 287	Other fertilizers.....	58,192	8,718,987
	281-9	Other chemicals & products.....	91,500	13,227,600

TABLE V--Continued

Area and Country of Origin	Code No.	Commodity	Value + $ -	Weight (lbs.)
Germany (Cont.)	324	Cement.....	124,596	23,496,175
	331-2	Iron & steel semi-manufactures.....	35,361	1,171,254
	34	Iron & steel manufactures.....	21,442	562,700
	X	Misc. inedible animal products.....	29,687	1,189,807
Netherlands	2042	animal feeds & fodders	47,483	2,591,158
	2082-5	Alcoholic beverages..	31,437	372,449
	281, 287	Nitrogenous fertilizers	188,096	11,647,369
	281, 287	Other fertilizers.....	22,473	1,673,843
	331-2	Iron & steel semi-manufactures.....	277,382	9,638,450
	34	Iron & steel manufactures.....	117,295	3,470,269
	34	Iron & steel pipe & fittings.....	34,600	925,333
	X	Misc. inedible animal products.....	49,433	1,986,889
Finland	2612	Newsprint paper.....	206,219	4,461,406
France	2042	Animal feeds & fodders	42,718	2,857,179
	2082-5	Alcoholic beverages...	30,356	80,757
	371	Automobiles, trucks & buses.....	85,746	131,521
Spain	281, 287	Potassic fertilizers..	106,456	7,900,000

TABLE V

THE IMPORT TRADE OF HONGKONG, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Origin	Code No.	Commodity	Value c.i.f.	Weight (lbs.)
CANADA	2612	Newsprint paper.....	$ 178,215	5,694,047
ANTILLES				
Cuba	013, 203	Fresh & frozen fruits.	6,695	78,500
	243-9, 25	Wood manufactures.....	700	1,717
MEXICO	242	Lumber.....	390,152	8,799,498
CENTRAL AMERICA				
Nicaragua	241	Logs.....	307,622	28,039,197
	242	Lumber.....	59,041	2,202,751
Panama	241	Logs.....	44,307	3,664,000
British Honduras	242	Lumber.....	10,764	1,300,104
SOUTH AMERICA				
Chile	281, 287	Nitrogenous fertilizers	592,090	21,846,356
EUROPE				
United Kingdom	282	Coal-tar products.....	148,438	6,601,261
Netherlands	282	Coal-tar products.....	32,442	1,111,867

TABLE V

THE IMPORT TRADE OF WEST PALM BEACH, BY AREA AND COUNTRY, OF ORIGIN, DURING 1950

Area and Country of Origin	Schedule No.	Commodity	Value - $ -	Weight (lbs.)
BAHAMAS	203	Fish...	$ 18,421	219,693
	203	Shellfish & shellfish products..	122,419	706,916
ANTILLES				
Cuba	0127	Tobacco, un-manufactured.....	4,704,584	4,783,669
	043, 203	Fresh & frozen fruits.	1,123,685	44,481,372
	044, 203	Fresh & frozen vegetables.....	838,794	23,031,720
	0199	Sisal, jute, henequen & hemp.....	304,542	2,946,972
	2012	Hides & skins.....	49,735	267,959
	203	Canned & preserved fruits.....	575,243	7,177,852
	296	Sugar.....	5,884,471	98,337,249
	21	Tobacco manufactures..	139,872	88,348
	22, 23	Synthetic textiles & apparel.....	787,176	1,946,391
	281, 287	Nitrogeneous fertilizers	90,423	3,276,385
	281-9	Other chemicals & products.....	143,916	1,197,686
	331-2	Iron, steel, tinplate, terneplate scrap & waste.....	144,876	18,669,332
	3351	Copper.....	137,900	818,311
	3359	Lead.....	15,896	725,418
	34	Copper products.....	18,513	112,972
	34	Brass & bronze products	70,926	385,444
	2	Misc. inedible animal products..	745,793	25,830,253
	5	Returned U.S. products	344,761	2,852,287
EUROPE				
Belgium	324	Cement.....	139,765	15,573,551
	331-2	Iron & steel semi-manufactures.....	85,128	1,071,039
	34	Iron & steel manufactures.....	71,989	2,170,153
Germany	324	Cement.....	66,787	9,148,690
	331-2	Iron & steel semi-manufactures.....	23,996	997,789
Greece	14,325-9	Other non-metallic minerals & products.	26,566	10,972,680

TABLE X

THE IMPORT TRADE OF PORT HENDERSON, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Origin	Code No.	Commodity	Value - $ -	Weight (lbs.)
CANADA	242	Lumber.....	$ 869,364	28,690,704
ANTILLES				
Netherlands Antilles	2911	Residual fuel oil.....	1,380,522	833,350,132
Cuba	266	Molasses.....	478,276	176,706,124
	352	Agricultural machinery	159,913	656,338
EUROPE				
Belgium	32	Cement.....	25,139	4,560,000
	331-2	Iron & steel semi-manufactures.....	525,422	13,830,361
	34	Iron & steel manufactures.....	71,945	1,667,526
United Kingdom	14, 325-9	Non-metallic minerals & products.....	30,219	2,118,589
	281, 287	Nitrogenous fertilizers	21,846	1,747,200
	324	Cement.....	198,390	27,579,133
	371	Automobiles, trucks & buses.....	50,150	110,893
Roumania	2042	Animal foods & fodders	84,242	5,625,766
Germany	324	Cement.....	73,168	11,371,547
Italy	2042	Animal foods & fodders	70,855	3,741,592
Netherlands	324	Cement.....	26,527	2,345,000

TABLE V

THE IMPORT TRADE OF MIAMI, BY AREA AND COUNTRY, BY COMMODITY, DURING 1950

Area and Country of Origin	Schedule No.	Commodity	Value - $ -	Weight (lbs.)
CANADA	203	Canned & preserved vegetables.....	$ 71,918	4,565,821
	2612	Newsprint paper.....	3,990,280	70,784,518
BAHAMAS	011, 203	Fresh & frozen vegetables.....	186,442	1,736,448
	203	Shellfish & shellfish products.....	144,952	606,748
	099	Sea shells.....	20,761	278,219
	S	Returned U.S. products	279,069	820,259
ANTILLES				
Cuba	0127	Tobacco, unmanufactured.....	1,747,199	1,735,448
	013, 203	Fresh & frozen fruits.	222,518	7,381,797
	011, 203	Fresh & frozen vegetables.....	64,399	1,598,264
	203	Canned & preserved fruits.....	855,797	10,894,817
	206	Sugar.....	165,500	2,761,800
	2082-5	Alcoholic beverages...	44,657	93,957
	21	Tobacco manufactures..	28,366	7,286
	S	Returned U.S. products	33,850	63,434
Haiti	0131	Bananas.....	871,550	25,124,283
	0132	Coffee, raw.....	100,800	225,212
	2042	Animal feeds & fodders	51,195	2,853,644
	31	Leather & leather products.....	138,735	134,445
	S	Returned U.S. products	101,482	188,963
Netherlands Antilles	2911	Residual fuel oil.....	1,672,880	236,071,690
Dominican Republic	0131	Bananas.....	198,064	12,832,751
Jamaica	011, 203	Fresh & frozen vegetables.....	84,855	2,319,485
MEXICO	0131	Bananas.....	56,520	1,821,131
	203	Shellfish & shellfish products.....	71,155	152,298

TABLE V--Continued

Area and Country of Origin	Code No.	Commodity	Value $	Weight (lbs.)
CENTRAL AMERICA				
Honduras	0131	Bananas	25,298	764,346
SOUTH AMERICA				
Colombia	0131	Bananas	1,909,686	60,492,893
Ecuador	0131	Bananas	348,997	13,730,192
Venezuela	2911	Residual fuel oil	121,770	30,043,733
Argentina	2642	Animal feeds & fodders	80,511	4,505,618
EUROPE				
Belgium	521-3	Glass & glass products	53,852	1,386,449
	324	Cement	51,507	4,687,200
	531-2	Iron & steel semi-manufactures	779,089	38,069,350
	54	Iron & steel manufactures	280,584	4,843,679
United Kingdom	2082-5	Alcoholic beverages	35,907	126,550
	281-9	Other chemical products	65,358	4,844,960
	324	Cement	383,014	74,164,573
	371	Automobiles, trucks & buses	125,813	873,502
Germany	324	Cement	280,789	24,315,160
	531-2	Iron & steel semi-manufactures	47,830	1,772,453
	54	Iron & steel manufactures	57,411	1,280,751
France	2082-5	Alcoholic beverages	56,815	189,178
	531-2	Iron & steel semi-manufactures	148,675	5,188,737
	54	Iron & steel manufactures	28,609	849,454
	371	Automobiles, trucks & buses	41,333	70,398
Finland	481, 487	Nitrogenous fertilizers	225,291	4,909,805

TABLE I--Continued

Area and Country of Origin	Code No.	Commodity	Value - $	Weight (lbs.)
Netherlands	2612	Newsprint paper.....	46,438	1,031,946
	324	Cement.....	48,752	8,455,000
Yugoslavia	2042	Animal feeds & fodders	42,843	1,861,518

TABLE I

THE IMPORT TRADE OF TAMPA, BY AREA AND COUNTRY, BY COMMODITY,
DURING 1950

Area and Country of Origin	Code No.	Commodity	Value - $ -	Weight (lbs.)
CANADA	1461	Gypsum & plaster rock.	25,047	29,733,760
	203	Canned & preserved vegetables.....	27,708	2,445,813
	2612	Newsprint paper.....	1,234,356	26,142,166
	34	Copper products.....	138,812	347,940
ANTILLES				
Cuba	813, 203	Fresh & frozen fruits.	66,466	1,687,890
	814, 203	Fresh & frozen vegetables.....	17,854	527,298
	8199	Seeds.....	49,394	523,632
	203	Canned & preserved vegetables.....	138,462	2,248,899
	206	Sugar.....	2,322,546	39,955,886
Netherlands Antilles	2911	Residual fuel oil....	212,854	50,123,467
	2951	Petroleum asphalt.....	163,265	25,498,422
	899	Other petroleum products.....	66,804	11,776,184
Dominican Republic	0131	Bananas.....	33,535	1,640,534
MEXICO	0131	Bananas.....	617,980	31,377,141
	286	Naval stores, gums & resins.....	476,910	545,908
CENTRAL AMERICA				
Nicaragua	0131	Bananas.....	423,941	24,389,789
Costa Rica	0131	Bananas.....	481,958	16,345,619
Honduras	0131	Bananas.....	186,669	5,188,110
	0158, 207	Nuts & nut products...	101,525	3,850,778
Guatemala	0131	Bananas.....	137,731	5,489,719
British Honduras	0131	Bananas.....	49,699	2,349,337
	242	Lumber.....	15,998	524,199

TABLE 7--Continued

Area and Country of Origin	Code No.	Commodity	Value - $ -	Weight (lbs.)
SOUTH AMERICA				
Chile	281, 287	Nitrogenous fertilizers..	$ 629,917	33,732,595
	281, 287	Potassic fertilizers..	471,231	21,494,764
Argentina	201	Meat products.....	351,928	1,519,979
	2042	Animal feeds & fodders	278,156	18,729,125
EUROPE				
Germany	2612-99	Paper & paper products	112,357	19,358,792
	281, 287	Potassic fertilizers..	578,309	27,617,298
	281, 287	Other fertilizers.....	84,647	23,186,440
	324	Cement.....	527,874	73,491,531
	54	Iron & steel manufactures.....	80,585	778,764
Belgium	531-2	Iron & steel semi-manufactures.....	376,042	14,596,612
	54	Iron & steel manufactures.....	124,222	6,230,369
	281, 287	Nitrogenous fertilizers	28,896	1,322,880
	281, 287	Potassic fertilizers..	47,506	4,401,042
Finland	2612	Newsprint paper.....	178,110	4,106,560
Netherlands	2042	Animal feeds & fodders	27,895	1,704,352
	281, 287	Nitrogenous fertilizers	73,271	5,781,962
	281, 287	Other fertilizers.....	21,878	1,104,284
	54	Iron & steel manufactures.....	13,160	239,504
United Kingdom	324	Cement.....	103,860	20,262,900
Sweden	281, 287	Nitrogenous fertilizers	63,742	3,781,592
France	371	Automobiles, trucks, & buses.....	69,920	125,458
Yugoslavia	2042	Animal feeds & fodders	29,567	2,156,196

BIOGRAPHY

Chris Angelo Garratt was born in Deland, Florida, on January 15, 1925, and received his B.A. degree in economics at Stetson University in Deland, during August, 1948. He began his graduate studies at Tulane University in New Orleans, Louisiana, but after receiving his M.A. degree in June, 1949, he returned to Florida to continue his studies at the University of Florida, where he is now a candidate for the degree of Doctor of Philosophy.

This dissertation was prepared under the direction of the chairman of the candidate's supervisory committee and has been approved by all members of the committee. It was submitted to the Dean of the College of Business Administration and to the Graduate Council and was approved as partial fulfillment of the requirements for the degree of Doctor of Philosophy.

January 31, 1953

Walter J. Mahler
Dean, College of Business Administration

F. E. Winter
Dean, Graduate School

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